Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START OF ROLL

ROLL

254

AGENCY NAME: ODOT

SERIES TITLE: CONSTRUCTION CONTRACTS

FIRST RECORD ON REEL: 9903 (1985) #4

REDUCTION RATIO: 21X

1985 OR Slough Br. Sec, Pacific 9903
Highway in Portland.
(gr, pav, str, sign, illum, sig.) #4

9903 jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	13	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4/5/89	Christine Canham, Highway Engineer Trainee	I-5-6(116)307

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/23/88	January 27, 1989	100 %	September 30, 1988

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON SLOUGH BRIDGE REPLACEMENT
PACIFIC HIGHWAY
Grading, Paving, Structures, Signing, Illumination & Signals

This project provided for removal of the existing bridge and construction of a new bridge over the Oregon Slough, channelization at each end of the structure requiring grading and paving, and installation of illumination.

The contract was awarded on October 22, 1984 to Kiewit Pacific Co. & Marmolejo Contractors, Inc. in the amount of $18 M. Work started on November 14, 1984 and was completed within the specified contract time. The work was performed in three stages; three separate structures were constructed to transition 8 lanes of traffic onto the new structure. This is the reason for the high cost and long time period allowed for this contract.

Final cost of this project was less than 1% under the original contract estimate. Many bid items were unnecessary or reduced in quantity because of the contractor's stage construction. The only major increased cost to the project was additional removal and disposal of riprap which interfered with construction of new footings. No contract claims were submitted.

A final inspection of this project was made on 9/27/88.

- CC -

RECEIVED
STATE HWY ENGR
APR 10 '89
ASSIGNED TO
Husky
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Christine Canham		SIGNATURE	
TITLE Highway Engineer Trainee	DATE 4-6-89	TITLE District Engineer	DATE 4/6/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9903

March 28, 1989

CON 5 - 9903

The Aetna Casualty & Surety Co.
Bond Department
Aetna Plaza
2201 6th Avenue
Seattle, WA 98121

On February 10, 1989, we wrote to you concerning release of final payment on Contract No. 9903 awarded to Kiewit Pacific Co. and Marmolejo Contractors, Inc., a Joint Venture, for work on the Oregon Slough Bridge Section of the Pacific Highway in Multnomah County.

Final payment on this contract was $29.12 and the total contract amount was $19,373,343.64 including $399,974.31 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Kiewit Pacific Co. and
Marmolejo Contractors, Inc.
a Joint Venture
P. O. Box 1769
Vancouver, WA 98668

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

9903.

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 3-151	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 3		3-23-89	County: Multnomah
			Project Number: I-5-6(116)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 31, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,410,032	$ 21,914,865
Federal funds	$ 20,666,530	$ 20,200,665
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of MAR, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 10, 1989

Federal-aid Project No. I-5-6(116)307

Oregon Slough Bridge Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 91+50 to 100+24) (Sta. 113+50 to 105+00)

Subtotal from previous estimate of August 25, 1987	$ 3,565,409.00
Decrease in Construction Costs	(410,000.00)
Subtotal	$ 3,155,409.00
Engineering	337,288.00
Total	$ 3,492,697.00

Type Code Y030
Illumination

Total from previous estimate of August 25, 1987	$ 145,415.00

Type Code X481
Oregon Slough Bridge #16526 (Sta. 100+24 to 113+50)

Total from previous estimate of August 25, 1987	$18,228,920.00

Length of Project	0.251 mi.

Reserve Used

S.F.O. #4, S.F.O. #5, S.F.O. #6, S.F.O. #7, S.F.O. #9	$ 37,833.00

Nonparticipating Items

Total from previous estimate of August 25, 1987	$ 10,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 3,492,697.00	$ 3,220,965.00	$ 271,732.00
Illumination	145,415.00	134,101.00	11,314.00
Structure	18,228,920.00	16,810,710.00	1,418,210.00
Reserve Used	37,833.00	34,889.00	2,944.00
Nonparticipating Items	10,000.00	-----	10,000.00
Total	$21,914,865.00	$20,200,665.00	$1,714,200.00

Sub. Job 010 = 0%; Sub. Job 011 = 92%; Sub. Job 081 = 8%
Appn Code: 042
Contract No. 9903
Prefix: C626-1923
C626-1012

DCN:bkw

9903

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 8-165	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: OREGON
MODIFICATION NUMBER 2	8-27-87	County: MULTNOMAH
		Project Number: I-5-6(116)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 31 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,370,032.00	$ 22,410,032.00
Federal funds	$ 20,629,642.00	$ 20,666,530.00
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27 ST day of AUG , 19 '87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for
Manager, Program Section
(Title)

By FOR: Larry Rulien
State Highway Engineer
(Title)

By _____
_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 25, 1987

Federal-Aid Project No. I-5-6(116)307

Oregon Slough Bridge Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 91+50 to 100+24)(Sta. 113+50 to 105+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
TOTAL on Estimate of October 29, 1984							$ 3,902,697.00

Type Code Y030
Illumination

TOTAL as on Estimate of October 29, 1984							$ 145,415.00

Type Code X481
Oregon Slough Bridge #16526 (Sta. 100+24 to 113+50)

Remove and Dispose of Existing Riprap (FA #11)	--	--	--	$163,433.00		$ 203,433.00	
				$163,433.00		$ 203,433.00	
						Increase	$ 40,000.00
						SUBTOTAL on Estimate of June 5, 1987	15,980,128.00
						Subtotal	$ 16,020,128.00
						Engineering	2,208,792.00
						Total	$ 18,228,920.00

Length of Structure ---------- 0.251 mile

RETAIN IN RESERVE

Restoration of Hwy. File Settlement	All Required	$ 7,500.00
Media Information	All Required	10,000.00
Adjustment of Ramp Meters	All Required	5,000.00
Instrumentation and Monitoring of Embankment Settlement	All Required	25,500.00

Interpretation and Report of Embankment Monitoring	All Required		4,000.00
Building Removal and Temporary Well Construction	All Required		6,000.00
PGE Power Costs for Existing Illum. used during Construction	All Required		5,000.00
Northwest Natural Gas	All Required		5,000.00
Pacific Northwest Bell	All Required		40,000.00
Waddles Restaurant Repair if Wall Settles	All Required		25,000.00
		$	133,000.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	042	$ 3,902,697.00	$ 3,599,067.00	$ 303,630.00
Illumination	042	145,415.00	134,101.00	11,314.00
Structure	042	18,228,920.00	16,810,710.00	1,418,210.00
SUBTOTAL		$22,277,032.00	$20,543,878.00	$1,733,154.00
Reserve	042	133,000.00	122,652.00	10,348.00
TOTAL		$22,410,032.00	$20,666,530.00	$1,743,502.00

Group 1 = 92%; Group 9 = 8%
Contract No. 9903
Prefix: 626-1923
Prefix: 626-1012

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$10,000.00

RLC:pf

9903.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 6-155	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-12-87	County: Multnomah
MODIFICATION NUMBER: 1		Project Number: I-5-6(116)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 31, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,285,668	$ 22,370,032
Federal funds	$ 19,629,641	$ 20,629,642
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of JUN, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XBy For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

* U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 5, 1987

Federal-Aid Project No. I-5-6(116)307

Oregon Slough Bridge Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 91+50 to 100+24.89)(Sta. 113+50 to 105+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	Sq. Ft.	$20.00	2,653	$53,060.00	3,061.20	$ 61,224.00
Granular Embankment	Cu. Yd.	9.00	2,500	22,500.00	2,655.66	23,901.00
Trench Excavation	Cu. Yd.	20.00	3,702	74,040.00	3,961.45	79,229.00
18-inch Storm Sewer Pipe	Lin. Ft.	30.00	451	13,530.00	556	16,680.00
Concrete Barriers	Lin. Ft.	16.00	2,180	34,880.00	2,674.63	42,794.00
Type "AA" & "BB" Signs in Place	Sq. Ft.	22.00	1,194	26,268.00	1,284	28,248.00
Type C, D, and R Signs in Place	Sq. Ft.	8.00	210	1,680.00	264	2,112.00
Type I Signs in Place	Sq. Ft.	8.00	32	256.00	48	384.00
Jacking Pipe (PA #4A)	Each	5,500.00	---	---	3	16,500.00
Type "U" Signs in Place (PA #9A)	Sq. Ft.	22.00	---	---	235	5,170.00
Neon Sign Supports (PA #18A)	Lump Sum	950.00	---	---	100%	950.00
Shldr. Barrier Bolt Hole Reinforcement (PA #19B)	Lin. Ft.	0.90	---	---	1,380	1,242.00

Clearing & Grubbing (PA #24A)	Acre	4,000.00	---	---	1	4,000.00
Embankment in Place (PA #24B)	Cu. Yd.	9.00	---	---	25,000	225,000.00
Guardrail Type 2A (PA #24D)	Lin. Ft.	15.00	---	---	400	6,000.00
Exit Number Sign Supports (PA #25A)	Each	82.50	---	---	6	495.00
Pin & Loop Barrier (PA #29A)	Lin. Ft.	3.50	---	---	3,974.85	13,912.00
Revise Permanent Signing (PA 30A)	Lump Sum	17,861.00	---	---	100%	17,861.00
Add Ped X'ing (PA #31A)	Lump Sum	1,725.00	---	---	100%	1,725.00
Concrete Barriers (PA #34)	Lin. Ft.	16.00	---	---	278	4,448.00
Asphalt Escalation Adjustments 3/85 thru 12/85	Lump Sum	1,627.00	---	---	100%	1,627.00
Remove & Refurbish & Reinstall Neon Sign (SFO #10)	---	---	---	---	---	10,000.00
			$226,214.00			$563,502.00

Subtotal on Estimate of October 29, 1984	$3,565,409.00
Total Increase	337,288.00
Total	$3,902,697.00

Type Code Y030
Illumination

Total as on Estimate of October 29, 1984 $ 145,415.00

Type Code X481
Oregon Slough Bridge #16526 (Sta. 100+24.89 to 113+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Modified Concrete Barriers, Reflectorized	Lin. Ft.	$12.00	5,375	$ 64,500.00	6,113	$ 73,356.00
Furnish Concrete or Cast-in-Place Piling	Lin. Ft.	16.00	13,826	221,216.00	22,178	354,848.00
Drive Steel Piles	Lin. Ft.	2.00	32,555	65,110.00	36,590.50	73,181.00

Drive Concrete or Steel Shell Piles	Lin. Ft.	1.00	13,623	13,623.00	22,129	22,129.00
Modify Earth-quake Restraints (PA #12A)	Each	14.50	---	---	124.96	1,812.00
Median Barrier Bolt Hole Reinforcement (PA #19A)	Lin. Ft.	1.29	---	---	2,586.82	3,337.00
SB Crossbeam Supports (PA #23A)	Lump Sum	10,400.00	---	---	100%	10,400.00
Temporary Modified Concrete Barriers, Reflect. (PA #24C)	Lin. Ft.	12.00	---	---	4,000	4,800.00
Remove and Dispose of Existing Riprap (FA #11)	---	---	---	---	---	163,433.00
Deck and Pavement Gridding (FA #15)	---	---	---	---	---	5,377.00
Work on "A" Wall (FA #17)	---	---	---	---	---	7,293.00
Perform Test w/ Gable Pile Driver Anlz. (FA #1)	---	---	---	---	---	34,414.00
Design Conflicts (FA #2)	---	---	---	---	---	5,000.00
Modify Temporary Concrete Barrier (PA #5)	---	---	---	---	---	952.00
Chip out Old Curb on Old SB Structure (FA #7)	---	---	---	---	---	226.00
Repair Stage 2 Pier 1 with Column (FA #8)	---	---	---	---	---	533.00
Adjust Deck Forms (FA #10)	---	---	---	---	---	434.00
Remove & Dispose of Riprap (PA #33A)	Lump Sum	350,000.00	---	---	100%	350,000.00
				$364,449.00		$1,111,525.00

Subtotal on Estimate of October 29, 1984	$17,441,844.00
Total Increase	747,076.00
Total	$18,188.920.00

Length of Structure ---------- 0.251 mile

RETAIN IN RESERVE

Restoration of Hwy. File Settlement	All Required	$ 7,500.00
Media Information	All Required	10,000.00
Adjustment of Ramp Meters	All Required	5,000.00
Instrumentation and Monitoring of Embankment Settlement	All Required	25,500.00
Interpretation and Report of Embankment Monitoring	All Required	4,000.00
Building Removal and Temporary Well Construction	All Required	6,000.00
PGE Power Costs for Existing Illum. used during Construction	All Required	5,000.00
Northwest Natural Gas	All Required	5,000.00
Pacific Northwest Bell	All Required	40,000.00
Waddles Restaurant Repair if Wall Settles	All Required	25,000.00
		$133,000.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	042	$ 3,902,697.00	$ 3,599,067.00	$ 303,630.00
Illumination	042	145,415.00	134,101.00	11,314.00
Structure	042	18,188.920.00	16,773,822.00	1,415,098.00
SUBTOTAL		$22,237,032.00	$20,506,990.00	$1,730,042.00
Reserve	042	133,000.00	122,652.00	10,348.00
TOTAL		$22,370,032.00	$20,629,642.00	$1,740,390.00

Group 1 = 92%; Group 8 = 8%
Contract No. 9903
Prefix: 626-1923
Prefix: 626-1012

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$10,000.00

DDB:me

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
11-37	**FEDERAL-AID PROJECT AGREEMENT**	OREGON
	10-31-84	COUNTY: MULTNOMAH
		PROJECT NO.: I-5-6(116)307

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oregon Slough Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-29-84	0.251
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,285,668.00	$ 19,629,641.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 31 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 29, 1984

FEDERAL AID PROJECT NO. I-5-6(116)307

OREGON SLOUGH BRIDGE SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
ROADWAY (Sta. 91+50 to Sta. 100+24.89)(Sta. 113+50 to Sta. 105+00)

Mobilization	Lump Sum	All (12%)	Lump Sum	$	216,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All (12%)	Lump Sum		66,000.00
Temporary Signs	Sq. Ft.	2,653	20.00		53,060.00
Temporary Barricades	Each	17	75.00		1,275.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	200	20.00		4,000.00
Moving Temporary Concrete Barriers	Lin. Ft.	1,600	6.00		9,600.00
Temporary Plastic Safety Markers	Each	75	75.00		5,625.00
Temporary Delineators	Each	50	15.00		750.00
Temporary Reflective Pavement Markers	Each	900	5.00		4,500.00
Temporary Type II Pavement Markers	Each	1,800	3.00		5,400.00
Sequential Arrow Signs	Each	2	10,000.00		20,000.00
Flaggers	Hour	12,000	15.00		180,000.00
Portable Changeable Message Signs	Each	2	30,000.00		60,000.00
Temporary Roadway Illumination Poles	Lump Sum	All	Lump Sum		25,000.00
Straw Bale Sediment Barrier, Type A	Lin. Ft.	4,500	4.00		18,000.00
Temporary Slope Drains	Lin. Ft.	450	15.00		6,750.00
ROADWORK					
Clearing and Grubbing	Lump Sum	All	Lump Sum		50,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		200,000.00
Embankment in Place	Cu. Yd.	42,758	9.00		384,822.00
Granular Embankment	Cu. Yd.	2,500	9.00		22,500.00
Trench Excavation	Cu. Yd.	3,723	20.00		74,460.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		5,000.00
Watering	M-Gal.	1,000	15.00		15,000.00
Treated Base Mixture	Ton	20,500	12.00		246,000.00
Cement in Treated Base Mixture	Ton	1,130	85.00		96,050.00

1"-0 Aggregate Base	Ton	1,000	16.00	16,000.00
Class "B" Asphalt Concrete Mixture	Ton	11,500	24.00	276,000.00
Asphalt Cement in Mixture	Ton	690	160.00	110,400.00
Hydrated Lime in Mixture	Ton	140	1.00	140.00
Asphalt in Tack Coat	Ton	15	300.00	4,500.00
8-inch Culvert Pipe	Lin. Ft.	100	8.00	800.00
12-inch Culvert Pipe	Lin. Ft.	132	10.00	1,320.00
18-inch Culvert Pipe	Lin. Ft.	44	13.00	572.00
30-inch Culvert Pipe	Lin. Ft.	44	15.00	660.00
12-inch Storm Sewer Pipe	Lin. Ft.	2,973	20.00	59,460.00
15-inch Storm Sewer Pipe	Lin. Ft.	258	22.00	5,676.00
18-inch Storm Sewer Pipe	Lin. Ft.	451	30.00	13,530.00
21-inch Storm Sewer Pipe	Lin. Ft.	1,040	35.00	36,400.00
24-inch Storm Sewer Pipe	Lin. Ft.	88	40.00	3,520.00
12-inch Slotted Drain Pipe	Lin. Ft.	204	60.00	12,240.00
Extra for Pipe Under Pavement	Lin. Ft.	478	30.00	14,340.00
16-inch Water Main	Lump Sum	All	Lump Sum	120,000.00
Concrete Manholes	Each	8	2,300.00	18,400.00
Special Manholes	Each	3	7,000.00	21,000.00
Concrete Inlets, Type G-1	Each	4	350.00	1,400.00
Concrete Inlets, Type G-2	Each	38	400.00	15,200.00
Concrete Inlets, Type CG-2	Each	8	400.00	3,200.00
Concrete Inlets, Type G2MA	Each	1	500.00	500.00
8-inch Drain Pipe	Lin. Ft.	840	6.00	5,040.00
Drain Backfill Material	Cu. Yd.	100	20.00	2,000.00
Guard Rail, Type 2A	Lin. Ft.	600	15.00	9,000.00
Guard Rail, Type 3	Lin. Ft.	25	25.00	625.00
Guard Rail Anchors, Type 1	Each	2	350.00	700.00
Guard Rail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type B	Each	1	50.00	50.00
Rail End Pieces, Type C	Each	2	100.00	200.00
Extra for Guard Rail Bridge Connections	Each	1	400.00	400.00
CL-6R Chain Link Fence	Lin. Ft.	140	11.00	1,540.00
CL-6R Chain Link Fence, Modified with Pickets	Lin. Ft.	339	15.00	5,085.00
4-inch Concrete Surfacing	Sq. Yd.	56	13.00	728.00
Concrete Curbs, Type B	Lin. Ft.	8,300	6.00	49,800.00
Concrete Curbs, Type C	Lin. Ft.	2,100	5.00	10,500.00
Extra for Asphalt Approaches	Each	3	200.00	600.00
Concrete Barriers	Lin. Ft.	3,085	16.00	49,360.00
Concrete Barriers, Non-Standard	Lin. Ft.	220	18.00	3,960.00
Delineators, Type 2	Each	26	22.00	572.00
Delineators, Type 3	Each	135	24.00	3,240.00
Delineators, Type 4	Each	15	18.00	270.00
Adjusting Manholes	Each	3	400.00	1,200.00
Reconstructing Manholes	Each	1	3,000.00	3,000.00
Adjusting Inlets	Each	3	400.00	1,200.00
Capping Inlets	Each	3	400.00	1,200.00

24-inch Plastic Glare Shield Blades	Each	960	25.00	24,000.00
Reflectors	Each	214	3.00	642.00
Seeding, Fertilizing and Mulching	Acre	8	600.00	4,800.00
RETAINING WALLS				
Wall "G"				
Retaining Wall "G"	Lump Sum	All	Lump Sum	110,000.00
Wall "A"				
Concrete in Wall	Cu. Yd.	13	450.00	5,850.00
Reinforcement in Wall	Lb.	1,200	0.35	420.00
Wall "J"				
Concrete in Wall	Cu. Yd.	73	250.00	18,250.00
Reinforcement in Wall	Lb.	6,500	0.35	2,275.00
"DIKE" WALL				
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	10,000.00
Structure Excavation	Cu. Yd.	375	15.00	5,625.00
Concrete in Wall	Cu. Yd.	145	250.00	36,250.00
Reinforcement in Wall	Lb.	9,200	0.35	3,220.00
"GEOTEXTILE" WALL				
Structure Excavation	Cu. Yd.	1,010	10.00	10,100.00
Special Wall Backfill	Cu. Yd.	25	15.00	375.00
Geotextile Wall Backfill	Cu. Yd.	800	15.00	12,000.00
Geotextile Fabric in Wall	Sq. Yd.	2,450	3.50	8,575.00
SIGNING				
Removing of Existing Sign Installation	Lump Sum	All	Lump Sum	12,000.00
Wood Sign Posts	Lump Sum	All	Lump Sum	4,000.00
Sign Support Footings	Lump Sum	All	Lump Sum	35,000.00
Single Post Breakaway Sign Supports	Lump Sum	All	Lump Sum	1,000.00
Sign Bridge, Sta. 97+45.64	Lump Sum	All	Lump Sum	63,000.00
Cantilever Sign Structure, SB Sta. 101+60 Rt.	Lump Sum	All	Lump Sum	10,000.00
Cantilever Sign Structure, NB Sta. 102+95 Lt.	Lump Sum	All	Lump Sum	10,000.00
Cantilever Sign Structure, SB Sta. 107+10 Rt.	Lump Sum	All	Lump Sum	17,000.00
Cantilever Sign Structure, NB Sta. 108+95 Lt.	Lump Sum	All	Lump Sum	15,000.00

Cantilever Sign Structure, SB Sta. 113+60 Rt.	Lump Sum	All	Lump Sum	16,000.00
Cantilever Sign Structure, NB Sta. 114+10 Lt.	Lump Sum	All	Lump Sum	18,000.00
Type "A" and "B" Signs in Place	Sq. Ft.	81	20.00	1,620.00
Type "AA" and "BB" Signs in Place	Sq. Ft.	1,194	22.00	26,268.00
Type "C", "D", and "R" Signs in Place	Sq. Ft.	210	8.00	1,680.00
Type "EE" and "M" Signs in Place	Sq. Ft.	51	10.00	510.00
Type "I" Signs in Place	Sq. Ft.	32	8.00	256.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	1,000.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	10,000.00
Thermoplastic Pavement Arrows	Each	7	225.00	1,575.00
Mono-Directional Crystal Type I Markers	Each	400	4.50	1,800.00
White Type II Markers	Each	1,600	3.00	4,800.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	32,000.00
				$3,190,511.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 7,500.00
Temporary Pavement Striping	All Required	12,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	10,000.00
Temporary Erosion Control	All Required	3,000.00
State Furnished Prom. & Program	All Required	400.00
Signal Controller Testing and Turn On	All Required	1,925.00
		$ 34,825.00
	SUBTOTAL	$3,225,336.00
	Engineering	467,673.00
	SUBTOTAL	$3,693,009.00
Credit for 16-inch Water Main		(120,000.00)
Salvage of 2 Portable Changeable Message Signs	Lump Sum	(7,600.00)
	TOTAL	$3,565,409.00

TYPE CODE Y030
ILLUMINATION

Removal of Existing Illumination	Lump Sum	All	Lump Sum	$ 7,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	38,000.00

Luminaires, Lamps and Ballasts	Lump Sum		All	Lump Sum	32,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum		All	Lump Sum	50,000.00
			SUBTOTAL		$ 127,000.00
			Engineering		18,415.00
			TOTAL		$ 145,415.00

TYPE CODE X481
OREGON SLOUGH BRIDGE (Sta. #16526)(Sta. 100+24.89 to Sta. 113+50)

ALTERNATE "A"

Mobilization	Lump Sum		All (88%)	Lump Sum	$1,584,000.00
Temporary Protection and Direction of Traffic	Lump Sum		All (88%)	Lump Sum	484,000.00
Temporary Modified Concrete Barriers, Reflectorized (Alternate "A")	Lin. Ft.	5,375		12.00	64,500.00
Bridge Removal Work	Lump Sum		All	Lump Sum	750,000.00
Shoring, Cribbing, Etc.	Lump Sum		All	Lump Sum	600,000.00
Structure Excavation	Cu. Yd.	11,340		8.00	90,720.00
Special Wall Backfill	Cu. Yd.	345		15.00	5,175.00
Furnishing Pile Driving Equipment	Lump Sum		All	Lump Sum	50,000.00
Furnishing HP 14x89 Steel Piling	Lin. Ft.	23,576		24.00	565,824.00
Furnishing HP 14x117 Steel Piling	Lin. Ft.	16,544		30.00	496,320.00
Furnish Concrete or Cast-in-Place Piling	Lin. Ft.	14,940		16.00	239,040.00
Drive Steel Piles	Lin. Ft.	35,540		2.00	71,080.00
Drive Concrete or Steel Shell Piles (3,820 C.Y.)	Lin. Ft.	14,754		1.00	14,754.00
Structural Concrete, Class 3300 (3,152 C.Y.)	Lump Sum		All	Lump Sum	600,000.00
Structural Concrete, Class 4000 (2,833 C.Y.)	Lump Sum		All	Lump Sum	800,000.00
Structural Concrete, Class 4500 (6,738 C.Y.)	Lump Sum		All	Lump Sum	1,600,000.00
Structural Concrete, Class 5000 (4,750 C.Y.)	Lump Sum		All	Lump Sum	1,850,000.00
Structural Concrete Seal (160 C.Y.)	Lump Sum		All	Lump Sum	400,000.00
Filler Concrete	Lump Sum		All	Lump Sum	15,000.00
Expansion Joints, Single Seal (2,498,000 lbs.)	Lin. Ft.	590		120.00	70,800.00

Reinforcement (654,500 lbs.)	Lump Sum	All	Lump Sum	975,000.00
Coated Reinforcement (105,700 lbs.)	Lump Sum	All	Lump Sum	375,000.00
Miscellaneous Metal (424,300 lbs.)	Lump Sum	All	Lump Sum	200,000.00
Prestressing Steel	Lump Sum	All	Lump Sum	500,000.00
100'/105' Type IV Prestressed Beams	Each	23	9,000.00	207,000.00
110'/115' Bulb-T Prestressed Beams	Each	41	9,500.00	389,500.00
110'/115' Bulb-T Modified Prestressed Beams	Each	21	11,500.00	241,500.00
115'/120' Bulb-T Prestressed Beams	Each	5	10,000.00	50,000.00
120'/125' Bulb-T Prestressed Beams	Each	5	10,000.00	50,000.00
125'/130' Bulb-T Prestressed Beams	Each	6	10,500.00	63,000.00
125'/130' Bulb-T Modified Prestressed Beams	Each	42	12,500.00	525,000.00
130'/135' Bulb-T Prestressed Beams	Each	22	11,000.00	242,000.00
135'/140' Bulb-T Prestressed Beams	Each	21	11,000.00	231,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	685	50.00	34,250.00
Bearing Devices, Piers 3 and 6	Each	42	2,500.00	105,000.00
Standard Pedestrian Handrail	Lin. Ft.	1,379	33.00	45,507.00
Modified Pedestrian Handrail	Lin. Ft.	2,007	20.00	40,140.00
Concrete Bridge Rail	Lin. Ft.	2,712	30.00	81,360.00
Concrete Slope Paving	Sq. Yd.	965	30.00	28,950.00
Slope Paving Curbs	Lin. Ft.	114	20.00	2,280.00
Concrete Median Barrier	Lin. Ft.	1,368	34.00	46,512.00
Loose Riprap, Class 150	Cu. Yd.	9,000	20.00	180,000.00
Riprap Excavation	Cu. Yd.	10,000	10.00	100,000.00
1-inch Electrical Conduit	Lin. Ft.	700	4.00	2,800.00
1-1/2-inch Electrical Conduit	Lin. Ft.	2,490	5.00	12,450.00
2-inch Electrical Conduit	Lin. Ft.	1,370	7.00	9,590.00
Pier Grounding	Lump Sum	All	Lump Sum	2,000.00
Temporary Walkway	Lump Sum	All	Lump Sum	130,000.00
				$15,221,052.00
	TOTAL OF ALTERNATE "A"			$15,221,052.00

ANTICIPATED ITEMS

On-the-Job Trainees (0.80 x 15,000 hr.)	All Required	$ 12,000.00
	SUBTOTAL	$15,233,052.00
	Engineering	2,208,792.00
	TOTAL	$17,441,844.00

Length of Structure ---------- 0.251 mile

RETAIN IN RESERVE

Restoration of Hwy. File Settlement	All Required	$ 7,500.00
Media Information	All Required	10,000.00
Adjustment of Ramp Meters	All Required	5,000.00
Instrumentation and Monitoring of Embankment Settlement	All Required	25,500.00
Interpretation and Report of Embankment Monitoring	All Required	4,000.00
Building Removal and Temporary Well Construction	All Required	6,000.00
P.G.E. Power Costs for Existing Illum. used during Construction	All Required	5,000.00
Northwest Natural Gas	All Required	5,000.00
Pacific Northwest Bell	All Required	40,000.00
Waddles Restaurant Repair If Wall Settles	All Required	25,000.00
		$ 133,000.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Channelization	$ 3,565,409.00	$ 3,288,020.00	$ 277,389.00
Illumination	145,415.00	134,101.00	11,314.00
Structure	17,441,844.00	16,084,868.00	1,356,976.00
SUBTOTAL	$21,152,668.00	$19,506,989.00	$1,645,679.00
Reserve	133,000.00	122,652.00	10,348.00
TOTAL	$21,285,668.00	$19,629,641.00	$1,656,027.00

Group 1: 92%; Group 8: 8%
Contract No. 9903
Prefix: 626-1923
Prefix: 626-1012

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 10,000.00

CL:WH:pf

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307
2. STATE PROJECT NO.:

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40265

2A. COUNTY NAME: Multnomah

6. TO:

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 13, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Oregon Slough Bridge

11. GENERAL DESCRIPTION OF WORK

Remove, refurbish and reinstall a neon sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/13/85 as requested in Mr. Husby's letter of 12/16/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved for a TEC of $10,000; Federal Funds $9,222.

RECEIVED
STATE HWY ENGR
MAR 14 '89
ASSIGNED TO
C. Gilmour
FOR
INFO | RTES | PROJ DVPT | DIRECT RESP | SIGN | AGT | FILE

cy: gF
by mail

14. DATE: 3/10/89

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: For Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(122)306
2. STATE PROJECT NO.:

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 60074

2A. COUNTY NAME: Multnomah

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

2 - 3 - 7
D. Adams
W. Shulke
P. Seeger
Acct.
M. Snyder
General Files

7. DATE AUTHORIZATION EFFECTIVE: February 3, 1989

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Jantzen Beach - Delta Park Interchange

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Gilmour's letter of 11/30/88 we approve the revised Preliminary Engineering costs to a TEC of $717,000; Federal Funds $661,217.

(Increase TEC $409,000; Federal Funds $377,180)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/13/89		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9903

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9903

TO: Manager
Commission Services

DATE: January 27, 1989

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9903 ,	On Site Work Substantially Completed	September 23, 1988
All Work Completed	January 3, 1989		
Project	Oregon Slough Bridge		
Highway	Pacific		
County	Multnomah		
Type of Work	Grade, Pave, Sign, Illumination, and Signal		
Contractor	Kiewit Pacific Co. and Marmolejo Contractors		

BMW:sw

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth
Ted Litchfield

CPC/FM2

On Feb D.A Report
Surety Ltr. Written 2/10/89

RECEIVED
JAN 30 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: JANUARY 13, 1989

PROJECT NAME (SECTION): OREGON SLOUGH BRIDGE

CONTRACT NO: 9903

HIGHWAY: PACIFIC (I-5)

COUNTY: MULTNOMAH

F A PROJECT NO: I-5-6(116)307

CONTRACTOR: KIEWIT PACIFIC & MARMOLEJO

KIND OF WORK: GRADING PAVE STRUCT SIGNING SIGNALS ILLUMINATE

DATE OF AWARD: OCTOBER 22, 1984

FIRST NOTIFICATION DATE: NOVEMBER 14, 1984

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: SEPTEMBER 23, 1988

ESTIMATED SEMIFINAL SUBMITTAL DATE: JANUARY 13, 1989

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$21,332,706.26	AUTHORIZATION	$1,873,598.80
		COST THIS WEEK	$5,000.00
ESTIMATED PROJECT COST	$21,283,494.04	TOTAL TO DATE	$2,015,000.00
ESTIMATED PERCENT OVERRUN/UNDERRUN	0.2 %	PERCENT OF AUTHORIZATION	107 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/30/88	1440	1433.0	99	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	GENERAL
ORIG. CONTRACT QUANTITIES	45,258 CY	21,500 TN	11,500 TN			
EST. CORRECTED QUANTITIES	43,241 CY	19,799 TN	13,541 TN			
EST. PERFORMED TO DATE	43,241 CY	19,799 TN	13,541 TN			
PERCENT PERFORMED TO DATE	100	100	100	100	100	100

ACTIVITIES THIS WEEK:

The Third Notification was effective on January 3, 1989 and has been submitted.

The Semi-Final Estimate was submitted on January 13, 1989.

All quantity items for this project have been prechecked to date.

This will be the "FINAL WEEKLY REPORT" submitted for this project.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Filename : OREGON.WEK

PROJECT MANAGER (SIGN)

Howard R. Harris

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

9903

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: October 31, 1988

In Reply Refer to File No.:
CON 5
9903

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce Mickelson for Kenneth E. Husby
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-6(116)307

Contract 9903, Work Completed September 23, 1988

Project Oregon Slough Bridge

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Sept. 27, 1988

William H. Kappen for Dale E. Wilken
Division Administrator

BMW:mk

cc: D. E. Forbes
Kenneth E. Husby
Don Adams
B. M. Walton

CPC/FL4

NOTED
SHE'S OFFICE

RECEIVED
STATE HWY ENGR
NOV 14 '88
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
NOV 1 1988

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	12	Multnomah	Oregon

IN COMPANY WITH

Marion Craft, Howard Harris and Clair Kuiper

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/27/88	W. H. Kappus, Area Engineer	I-5-6(116)307

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100%	100 %

OREGON SLOUGH BRIDGE REPLACEMENT
PACIFIC HIGHWAY I-5

This project provides for the replacement of the old Oregon Slough Bridge on the Pacific Highway just south of the main Columbia River crossing. The work was divided into three basic stages involving the construction of the northbound roadway, the center roadway section and finally the southbound roadway.

The structure was built to accommodate eight traffic lanes with 8 and 10-foot shoulders, a 12-foot pedestrian bikeway and an 18-foot median. The structure is 1,325 ft. long involving nine spans which vary from 109 to 230 ft. in length. The contractor, a joint venture of Kiewit Pacific Co. and Marmolejo Contractors (DBE contractor), elected to construct Alternate A, the concrete alternate.

The contract work was awarded on October 22, 1984. Work started on November 14, 1984 and was completed September 23, 1988 within the specified contract time. Final project cost underran the original authorization by approximately 0.2%. The only major changes included a change from H-piling to pipe piles and the removal and disposal of unanticipated riprap from the slough bottom. The project went smoothly, with disagreements resolved as they occurred. No contract claims are anticipated.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- WHK -

RECEIVED
STATE HWY ENGR
OCT 19 '88
REFER TO
Husby
FOR

Form FHWA-1446A
(Rev. 2-84)

9103

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307
2. STATE PROJECT NO.:
2A. COUNTY NAME: Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 40265

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
August 18, 1988	Interstate 5	1

10. GENERAL LOCATION:
Oregon Slough Bridge

11. GENERAL DESCRIPTION OF WORK
Change navigation lights from 12 volt to 120 volt system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A[illegible] FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/18/88 as requested in Mr. Husby's request of 8/29/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 18 is approved for a TEC of $1,100; Federal Funds $1,014.

RECEIVED
STATE HWY ENGR
SEP 14 '88
REFER TO Gilmore
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9.8.88	J E Heimbuch	For Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

April 7, 1988

CON 5 - #9903

SAKRETE of Pacific Northwest
P. O. Box 03422
Portland, OR 97203

Attn: Robert P. McHugh III

We have received a copy of your letter dated March 24, 1988, addressed to the Secretary of State filing a claim against the following Highway Division contract:

AMOUNT:	$3,829.40
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	Kiewit Pacific Co. and Marmolejo Contractors, Inc., a J.V.
CONTRACT NO.:	9903
PROJECT:	Oregon Slough Bridge Pacific Highway Multnomah County
SURETY:	Aetna Casualty & Surety Co.

We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Kiewit Pacific Co.
and Marmolejo Contractors, Inc.,
a J.V.
P. O. Box 1769
Vancouver, WA 98668

Aetna Casualty & Surety Co.
Bond Department
Aetna Plaza
2201 6th Avenue
Seattle, WA 98121

bc: Bryant Jackmond

FKN:cv

SAKRETE®
of
Pacific Northwest
Foot of N. Van Houten

P.O. BOX 03422
PORTLAND, OREGON 97203
OFFICE (503) 285-0241
PLANT (503) 285-0241

March 24, 1988

Honorable Barbara Roberts
Secretary of State
Public Records Section
Capital Building
Salem, Oregon 97310

Notice is hereby given that the undersigned, Sakrete of Pacific Northwest, Inc. a corporation, as claimant, has a claim for materials supplied by the claimant, generally consisting of sacked Portland cement in the sum of $3,829.40 against the bond takenffrom Kiewit Pacific Co. & Marmalejo Contractors, J.V., as principal, andAetna Casuality and Surety Co.,,as surety, for the construction of the Oregon Slough Bridge Project at Oregon Department of Transportation, Portland, Oregon, said contract dated October 22, 1984 by and between the public agency, as Agent of the State, and Kiewit Pacific Co. & Marmalejo Contractors, J. V. , as contractor.

94# bags of Portland cement delivered to Slough Bridge jobsite

July 18, 1987	175 bags
August 20, 1987	175 bags
September 24, 1987	420 bags

Dated this 24th Day of March, 1988

Robert P. McHugh III
President
Sakrete of Pacific Northwest, Inc.

ENV. addresed
TO
121 TRANSP. Bldg.
SALEM

RECEIVED
MAR 29 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9903

626-1979

STATE OF OREGON

INTEROFFICE MEMO

TO: CURT DUVAL
Location Manager

DATE: February 29, 1988

FROM: JIM McCLURE
Project Development Engineer

SUBJECT: Swift Intch.-Delta Park Intch.
Pacific Hwy. (I-5)
Multnomah County

copy
#10,877

#10,718

#11,155

The interchange project is a candidate for federal discretionary funding in FY89. This would mean the project should be readied for contracting in the second or third quarter of 1989, and that our preliminary engineering should be completed by June or July of this year.

As I see it, this project should be a No. 3 priority for Paul Hailey's shop: 1) Lester Interchange; 2) Tacoma @ McLoughlin; 3) this interchange project with phase 2 and 3 of McLoughlin Boulevard following.

We have discussed removing the access to the Marina, Pier 99, on the east side of the structure from the freeway ramps. Please review this with our right-of-way staff as we may have an obligation or granted access to reconstruct this driveway to the ramp as it is today. If we have an access obligation, this could reopen this file which previously was in condemnation. Attached is some old correspondence prior to the court case. Also check with Howard Harris to see if he is aware of any obligations.

po

cc: Rick Kuehn
Duane Christenson
Walt Hart
Roger Hansen
Paul Hailey

1 RDE Dou
5 FDE C
FDS
SE
3 LE
LFE 5
LFS
2 PDE 6
4 PDS 6

RECEIVED
MAR 0 1 1988
ROAD DESIGN SECTION

BPM
LPC
LA
LDS
RWD
LLC
HE
GTE
OFFICE

81-125-1387

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

April 18, 1986

MILTON O. BROWN
Attorney & Counselor at Law
301 N.W. Murray Road
Portland, OR 97229

626-1923

Subject: Pier 99 Access
Jantzen Beach-Delta Park Intch.
Pacific Highway (I-5)

In reference to your April 10 letter, we have a letter in our files from Keith Stewart concerning the driveway, along with my January 10, 1985 response. Attached is a copy of this correspondence discussing the matter of shifting the driveway access. As previously stated in my letter, shifting the access will only be considered in conjunction with the future interchange design.

Under the current contract for the construction of the Oregon Slough Bridge, the existing ramps will not be significantly altered, therefore, moving the driveway at this time would not be approved by our Division.

The future interchange project that will modify these ramps is scheduled for 1988. If you have any further questions, please feel free to contact me at 653-3241.

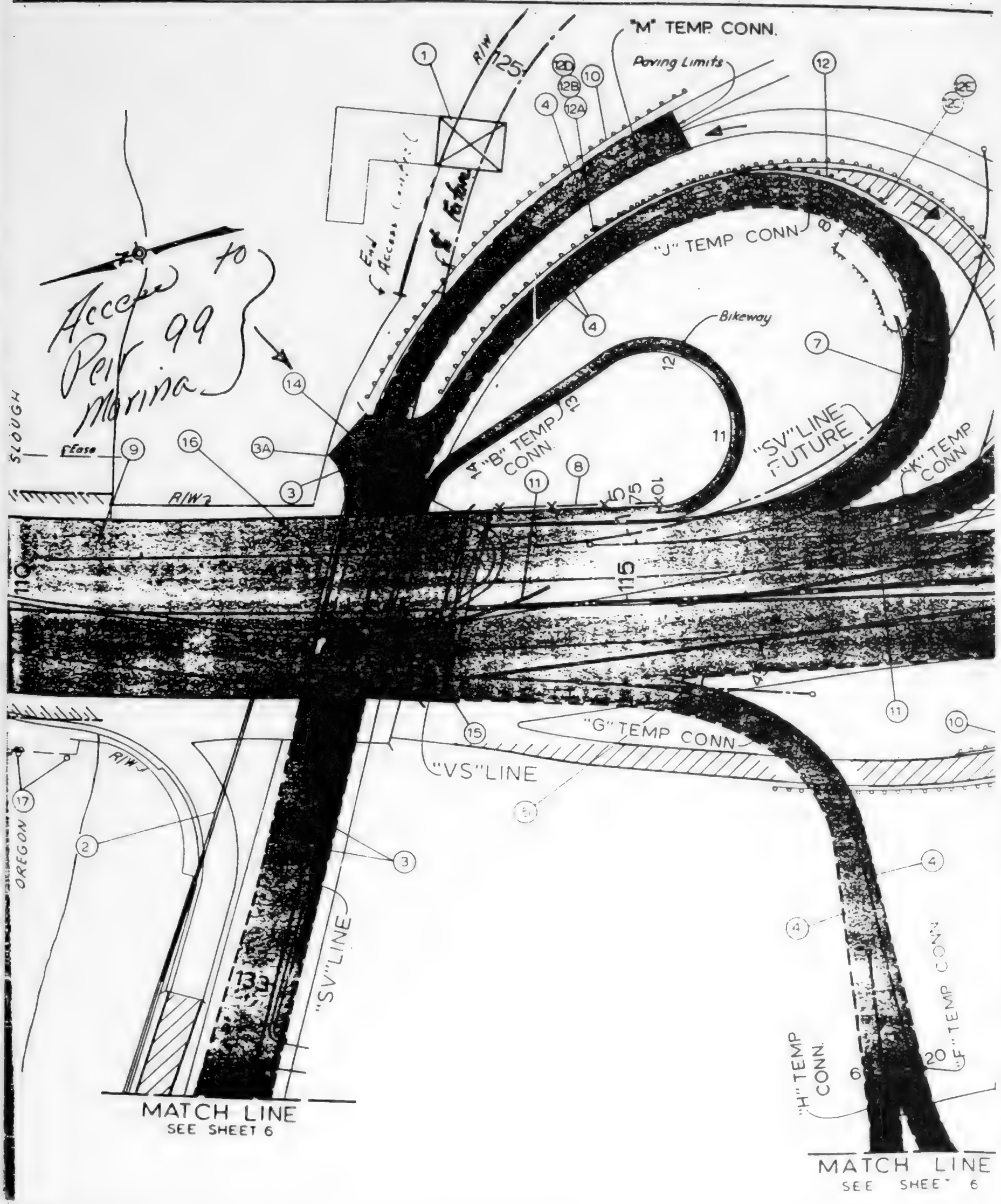
JAMES D. McCLURE, PE
Project Development Engineer

JDM:po

cc: Al Harwood
Maury Payne
Howard Harris

Attachments

734-1850


"M" TEMP CONN.
Paving Limits
R/W
125'
End Access (Temp.)
Access to Pier 99 Marina
"J" TEMP CONN
Bikeway
"A" "B" TEMP CONN.
"SV" LINE FUTURE
"K" TEMP CONN
SLOUGH
E Ease
R/W 2
"G" TEMP CONN
"VS" LINE
R/W 1
OREGON
"SV" LINE
"H" TEMP CONN.
"F" TEMP CONN
MATCH LINE
SEE SHEET 6
MATCH LINE
SEE SHEET 6

MILTON O. BROWN, P.C.
ATTORNEY & COUNSELOR AT LAW
301 N.W. MURRAY ROAD
PORTLAND, OREGON 97229
Phone 643-5756

10 April, 1986

OREGON STATE HIGHWAY DEPARTMENT
PROJECT MANAGER
RECEIVED
APR 15 1986
FILE:

Department of Transportation
State Highway Division
Administrative Offices
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222
ATTN: Don Fantz

Dear Mr. Fantz:

I represent the owner of Pier 99.

Marc Sprague has indicated that he has already contacted your office and that you've had no objection whatsoever to moving your entranceway at the Pier 99 property to the east approximately 75 feet to 100 feet to coincide with the ramp between the two main buildings at Pier 99.

I understand that Harold Jeans and Keith Stewart talked to you and others in your department regarding this matter, and everyone agreed that there would be no problem whatsoever in doing this.

You requested a letter in writing to this effect which Marc Sprague indicated you have.

This letter is a follow-up asking for the status of this arrangement and asking that you verify in writing that this will be done and send me some type of a proposed entranceway for this area in conformity with the agreement.

Harold Jeans will be sending you a copy of a proposed drawing that we think would be workable to everyone's benefit.

Thank you for your cooperation.

Very truly yours,

Milton O. Brown

MOB/cah

cc: Harold Jeans
Marc Sprague

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-6(116)307
2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40265

2A. COUNTY NAME
Multnomah

6. TO
Mr. Donald R. Adams
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
January 5, 1988

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
1

10. GENERAL LOCATION:
Oregon Slough Bridge

11. GENERAL DESCRIPTION OF WORK
Furnish and install sign and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/5/88 as requested in Mr. Gilmour's letter of 1/28/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 15 is approved to a TEC of $2,041.60; Federal Funds $1,883.

RECEIVED
STATE HWY ENGR
FEB 5 '88
REFER TO
Gilmour
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE
2/4/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

November 12, 1987
IN REPLY REFER TO
HA.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-5-6(116)307
Oregon Slough Bridge
Pacific Highway (I-5)
Order for Extra Work No. 22

Mr. Fredrickson's October 22, 1987 letter on the subject project requested Federal participation in the cost of installing a tapered steel shim at Pier 8, Stage III, expansion joint. This correction was needed because the joint had been set too low on one end due to a survey/grading error.

Normal "pre-deck pour" inspection practice should have identified an expansion joint elevation problem. Extra Work Order No. 22 is being returned as nonparticipating.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (C. Gilmour, Program)
OSHD (C. O. Fredrickson) w/Extra Work Order No. 22

11-16 cy sent
cy - Adams/Schwartz

RECEIVED
STATE HWY ENGR
NOV 13 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9903

October 12, 1987

CON 5 - 9903

Ross Island Sand & Gravel Co.
P. O. Box 02219
Portland, OR 97202

Attention: A. Charles Steinwandel
Executive Vice President

We have received your letter dated September 17, 1987, addressed to the Secretary of State and the prime contractor filing a claim against the following Highway Division contract:

FILED BY:	Ross Island Sand & Gravel Co.
AMOUNT:	$40,000.00
FOR:	Materials
AGAINST (PRIME CONTRACTOR)	Kiewit Pacific Co. and Marmolejo Contractors, Inc. a JV
CONTRACT NO:	9903
PROJECT:	Oregon Slough Bridge Section, Pacific Highway, Multnomah County.
SURETY:	The Aetna Casualty & Surety Co.

We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid.

NOTED ON CARD
slp 10-12-87

Fran Neavoll
COMMISSION SERVICES

cc: The Aetna Casualty & Surety Co.
Bond Department
Aetna Plaza
2201 Sixth Avenue
Seattle, WA 98121

Kiewit Pacific Co. and
Marmolejo Contractors,
Inc. a JV
P. O. Box 1769
Vancouver, WA 98668

bc: Bryant Jackmond

FKN:slp

ROSS ISLAND SAND & GRAVEL CO.

September 17, 1987

Office of Secretary of State
136 State Capitol
Salem, ORegon 97310

✓ Department of Transportation
Commission Services
Transportation Bldg.
Salem, Oregon 97310

Kiewit Pacific Co. and
Marmolejo Contractors, Inc., Joint Venture
1590 No. Marine Drive
Portland, Oregon 97217

Re: Contract No. 9903
Oregon Slough Bridge Section of
Pacific Highway in Multnomah County

Notice is hereby given that the undersigned, Ross Island Sand & Gravel Co. has a claim against the bond furnished on the above noted project for materials supplied.

Yours very truly,

ROSS ISLAND SAND & GRAVEL CO.

A. Charles Steinwandel
Executive Vice President

ACS/g
Certified -
Return Receipt

RECEIVED
SEP 18 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Amt. of claim given by phone:
$ 40,000

cc Stan

delay in response due to amt of claim missing

4315 South East McLoughlin Blvd. • P.O. Box 02219 • Portland, Oregon 97202 • 239-5504

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
AUG 26 '87
REFER TO Fredrickson
FOR

Info | Inves | R/D | D/R | Sign | Act | File

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO:	REPORT NO.	COUNTY	DIVISION
10	11	Multnomah	Oregon

IN COMPANY WITH

Larry Shatruck and Ted Keasey; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8/6/87	Mike Cribb, Hwy Engr Trainee W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	I-5-6(116)307

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	70 %	84 %

OREGON SLOUGH BRIDGE

Scope of Inspection:
The purpose of this inspection was to observe the construction methods and traffic control employed on the project as well as to become familiar with the status of the project.

Work Completed:
Spans 1, 2, 6, 7, 8 and 9 - The deck has been poured.
Span 5 - The girders have been placed.
Pier #5 - The box girder has been poured and post-tensioned
Pier #4 - The box girder has been poured and is ready to be post-tensioned.

Work in Progress:
Four men were forming the deck for span 5. One man was tying reinforcing steel for the diaphragms, two men were forming bridge railing at the north end of the bridge. Three men were moving the girder placing frame into position with a Manitowoc 4000W crane. No state inspectors were seen on the site. However, there were no activities in progress which required an inspector's presence.

Comments:
The traffic control signing and flagging were observed and found to be effectively and safely redirecting traffic. The state has assigned an inspector the task of conducting a complete review of the traffic control signing and flagging three times weekly. One deficiency noted was concrete barrier sections being used to prevent vehicles from striking excavations for drainage inlets. The barriers were place in a manner which made it possible for a vehicle to strike the end of the barrier. It was agreed that the barriers would be removed or protected. This was in a ramp reconstruction area. Accidents on the project have primarily been rear-end type accidents caused by the traffic backup due to construction operations and bridge openings.

The cost of flagging has increased by $92,000 due to a change in the contractor's method of construction. In developing the plans it was assumed that the bridge would be constructed from the slough . This contractor chose to construct from the roadway which has required considerably more flagging. Price adjustments are still being negotiated for additional pile splices and for using pipe piles in lieu of H piles. Additional splices resulted when piles had to be driven to greater depths than plan depth. A price reduction is being negotiated for allowing the contractor to use pipe piles in lieu of H piles.

A deficiency was found in the placement of the expansion joint at Pier 8 on the Stage III portion of the bridge construction. This joint was placed approximately two inches below the concrete deck. The joint is unacceptable in its existing condition and corrections must be made.

At the time of the inspection a MBE/WBE commercially useful function on-site review had not been performed. No MBE/WBE work activity was observed during this inspection. The project manager has since performed an on-site review. A copy of the on-site review has been provided by the project manager and is filed with the Division Office copy of this report.

Concrete and aggregate test records were reviewed (summaries attached to the Division Office copy of this report). Testing frequency and quality complies with contract specifications.

. . - jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Multnomah	Oregon

IN COMPANY WITH: Howard Harris, ODOT

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7/6/87	H. A. Schell, Division Bridge Engineer	I-5-6(116)307

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	68 %	82 %

OREGON SLOUGH

This project was inspected to review the construction progress and also to determine how much concrete poured to date was below specification strength but still acceptable with a price adjustment.

COMPLETED WORK

The construction is into Stage 3 construction, phases 2 and 3.

Pier 1 - The abutment is completed.
Pier 2 - The columns are poured and 1/2 of pier capital is formed and reinforcement partially in place.
Pier 3 - Falsework is in place for the pier capital.
Pier 4 - Cantilever The bottom slab and the stems are poured for the cantilever section.
Pier 5 - Cantilever The entire cantilever deck section (except the rail) was poured out last week.
Span 7 - The beams are in place and part of the deck is formed.

WORK IN PROGRESS

Sta 99+50+ - 4 men are working on the telephone conduit through the north west walls.
Pier 2 - Form materials are loaded on one barge and another barge equipped w/rig are moored.
Pier 3 - 4 men and a floating rig on a barge are setting forms.
Pier 4- Cantilever deck - 7 men are forming the deck.
Pier 5 Cantilever - 1 man is drilling for the rail forms.
Span 7 - 5 men are forming the deck.

COMMENTS

Concrete Strengths
Class 4000 - 3152 Total yards on the project. All up to strength.

RECEIVED
STATE HWY ENGR
AUG 5'87
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA-1446A
(Rev. 2-84)

Class 4500 - 2833 ± total yards. 200 cy assessed a price reduction because of slightly low strengths. 4254 psi lowest - pour made Augst 22, 1985 in the deck concrete.
Class 5000 - 6738 ± total yards. 508 cy assessed a price reduction 4500 ± psi lowest strength - pours made May 15, 30, 31, June 21 and September 28, 1985. Concrete placed in deck, diaphragms and stern walls.

Total adjustment for low concrete strenth is to date about $41,000. The contractor has been informed by letter that the State will adjust the concrete price because of low strengths. The Bridge section is confirming the acceptability of the reduced strengths at the specific location in the structure. (It is felt that there are no design problems with these field results).

On this project the contractor has control of the concrete mix design and quality control. The State however does take the concrete cylinder for verification of this procedure.

TRAFFIC STAGING

Six lanes are now in use on the newly constructed portion of the structure. Traffic speed is reduced but generally is flowing adequately.

During this inspection one truck with a high centered load of grain malt tipped over and spilled its load (about 34,000#) on the southbound curve to the stock yards (ramp and "G" temporary connection). There are 3 advance signs for lane designation. The 40° CR [redacted] must be driven at a reduced speed (signed for 30 mph). This is the first recorded truck accident at this location. There has been some lane confusion by passenger cars and the State has provided a limited refuge area for these vehicles.

CHANGES

PA	Description	Amount	
37	Revise signing	$ 2,726.85	
38	Additional Dike Wall forming	8,500.00	Credit
EWO			
17	Work on the "A" wall	7,293.00	
18	Flaggers	100,000.00	
19	Expansion joints and junction boxes	600.00	

The above work is necessary to complete the project.

- HAS -

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40265

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: December 11, 1986

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Oregon Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK

Additional advisory sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/11/86 as requested in Mr. Fredrickson's letter of 1/2/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 14 is approved to a TEC of $2,000; Federal Funds $1,844.

RECEIVED
STATE HWY ENGR
JAN 27'87
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE: 1/23/87

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9.1.3

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
HWY ENGR
MAY 28 '86
REFER TO
Fredrickson

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

Or

FC: Info | Inves | R/D | D/R | Let | Act | File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Multnomah	5/30 Oregon

IN COMPANY WITH

Ray Davis and Jack Crockett; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
May 7, 1986	Bruce Johnson H. A. Schell, Division Bridge Engineer	I-5-6(116)307

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	38 %	49 %

OREGON SLOUGH BRIDGE

This in-depth inspection was performed to determine the acceptability of the prestressed beam manufacturing process performed by the Morse Brothers prestressed plant at Harrisburg.

PROJECT STATUS

Structures	43% complete
Walls	20% complete
Grading	39% complete
Base	30% complete
Paving	29% complete

NOTED
W. E. SCHWARTZ

WORK AT HARRISBURG ONLY

The plant was manufacturing beam 5-B. 5 men were stressing the strand and placing the forms around the strand in the prestressed bed.

PERSONNEL

The prestressed concrete plant was reviewed with Ray Davis, Materials Lab Supervisor representative in the Eugene area. Mr. Davis has been with the Highway Division for 18 years; most of them in materials inspection in the Eugene area. The plant inspector is Jack Crockett and he inspects all of the highway work in Harrisburg. Mr. Crockett has been with the OSHD for about 30 years and at the Harrisburg plant for 5 years. He is knowledgable of the entire operation and is continually checking the various bridge manufacturing operations.

RECORDS

Bridge beam shop plans were reviewed and approved by the bridge section in Salem.

The concrete mix design was designed by the laboratory and all aggregates were supported by acceptable tests performed in January 1986. Also two approved admixtures are being used. (Master Builders 100XR and 300XR.)

Some reduction in cement (0.2 sk/cy) was found acceptable reducing the cement content to 7.8 sk/cy. This mix gave 6000 psi in 28 days.

The water cement ratio was about 0.39 on this day (Exhibit 1) and is checked after every pour. The release strength minimum is 4500 psi. Cement is accepted on mill certification (#1017) and the brand is Ideal Type III.

The 1/2" Diameter Uncoated low relaxation strand comes from Sumiden Wire Products in Stockton, California. One of the reels used this day was M 16745. It was tested and certified with a modulus of elasticity, (E)= 29.0 ksi (Exhibit 2). It was verified by the State lab with an E of 29.5 psi (Exhibit 3).

The stressing computations were reviewed by the State. Actual elongation was based on an E of 28.5 psi which was slightly lower than shown on the above reel. However, ganged beam stressing is applied at this plant and more than one reel (up to 6) can be used in the strand pulling operation. The E=28.5 psi used is the lowest shown on Exhibit 2 and the procedure is acceptable.

Strand elongation measured was verified for the lower harped strands at 15 1/4" with the 300 ton ram stressing jack. The indicated stress was 2600 psi and the harped stress was 2775 psi (Exhibit 4). (Note allowable $\pm$ 5% variation gave 2445 - 2707 psi before harp and 2685 - 2167 psi after harp (Exhibit 5). All measurements and observed stresses were acceptable.

The 300 ton jacks were calibrated for guages 1 through 6, April 11 at Oregon State University (Exhibit 5).

Steam curing for about 8 1/2 hours at 160° is used for the girders. A continuous disc record is made of every cure period. Beam 5-7 was released this day. Cylinders broken in the morning just prior to release gave a strength of 6633 psi, much higher than the required 4500 psi (Exhibit 1).

The Strand release pattern is shown on Exhibit 7. During some pours in March, girders experienced some cracking at the end bearings in the flange area. This cracking occurred in six beams and went back 7" from the beam end in one case, but averaged about 4". This problem was discussed with the plant foreman George Wirrick and he and Tom Lulay have been studying the problem. Different solutions (form retarder, champfer strips) have been tried but without success. He indicated they will continue their study and try to eliminate

the problem. (It is believed that the cool down period during these March pours might have been a little too fast.) This problem is not apparent on more recent pours. All beams are repaired with epoxy injection or patching by Hamilton Construction. This material is supposedly much stronger than the cast concrete.

Some hairline cracks were observed on Beam 5-7 on the "dead end", back about 8' in the web area. This condition is not considered a problem but should be watched carefully until installtion and the deck is poured.

Mr. Davis said all beams are examined just prior to shipping. Camber is measured and recorded. A beam history inspection report is made and forwarded to the project manager.

Aside from the bearing cracking and minor hairline cracks on Beam 5-7, the spot review indicates the work is well managed and good records support operations.

- HAS -

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Multnomah	Oregon

IN COMPANY WITH

Larry Shattuck, Asst. Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5/1/86	H. A. Schell, Division Bridge Engineer Mark Venerosa, Bridge Engineer Trainee	I-5-6(116)307

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	39 %	49 %

RECEIVED
STATE HWY ENGR
MAY 19 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy 5/21

OREGON SLOUGH BRIDGE

NOTED
W. E. SCHWARTZ

COMPLETED WORK

Grading	39% Complete
Base	36% Complete
Paving	29% Complete
Signal	41% Complete
Structure	43% Complete

Stage 1	100% Complete
Stage 2	45% Complete

Pier 1 - forms are stripped for the abutment. Bearing pads are poured and dowell holes drilled.

Pier 4 - columns are poured and the sheet piles removed from the cofferdam.

Pier 5 - Columns are partially poured and the cofferdam dewatered for the column work.

Span 8 - Bulb "T" girders are in place and most of the diaphragms are poured.

Span 9 - Bulb "T" beams are placed and diaphragms poured and deck forms are in place.

WORK IN PROGRESS:

Span 4 - just completed driving the 24" tin can falsework piles. Rig barge and 7 men are loading up the driving hammer on one lane of the new (Stage 1) structure.

Form FHWA-1446A
(Rev. 2-84)

Span 7 - 2 men, a small barge and small tractor mounted backhoe are stacking forms removed from Pier 4.

Span 8 - 2 carpenters are forming the diaphragms.

Span 9 - 2 reinforcing steel men are placing deck steel.

GENERAL COMMENTS:

Pier 5 - 200 ton piles (114 HP 117) were driven by a Delmag DE46 to about elevation -113 as per plan. Piling came up abruptly when they hit the Troutdale formation. The cofferdam looks generally adequate. Some minor leakage was noted but was pumped out by an 8" pump.

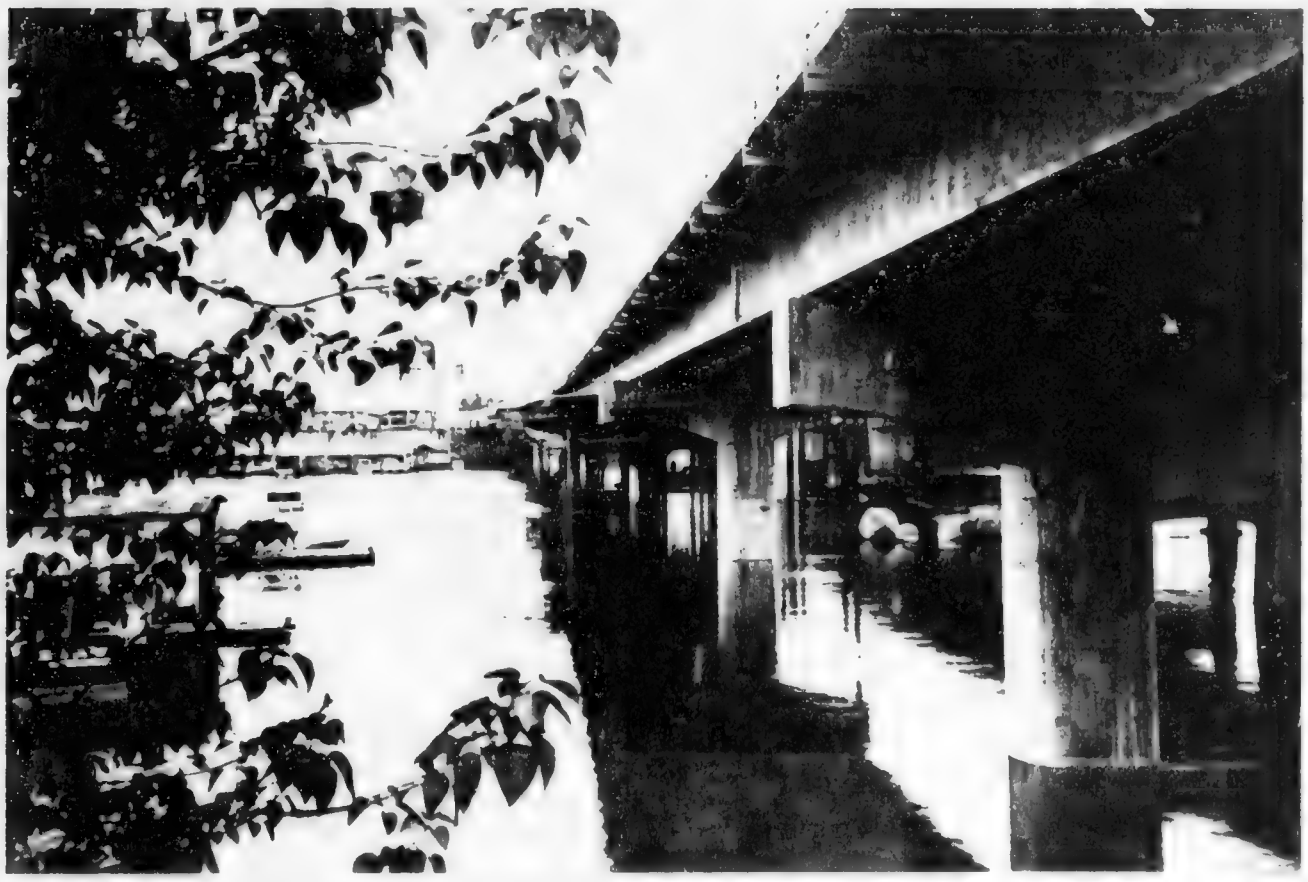
Traffic - in each direction three lanes of traffic are available during peak hours. During off-hours the contractor blocks 1 lane for his use. This appears to be a workable solution to the traffic problem.

Changes initiated since the last inspection are shown below:

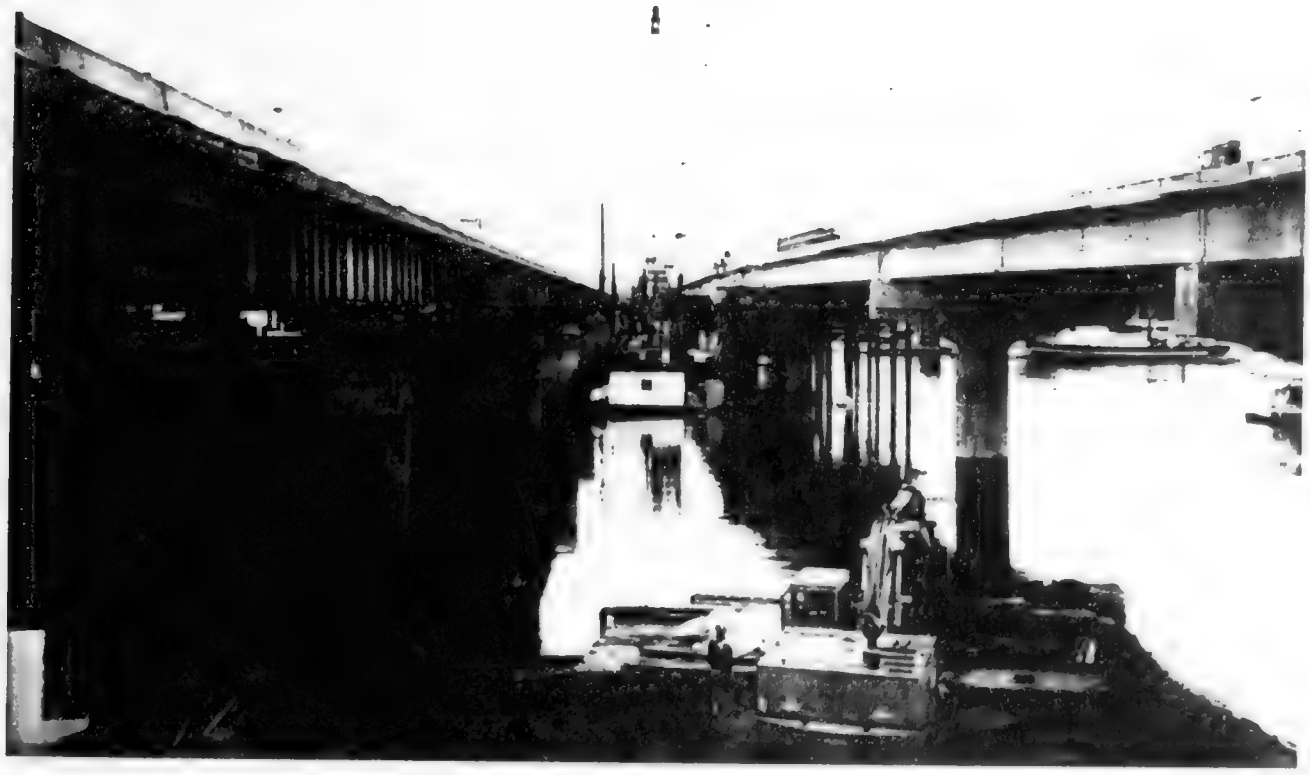
PA#	Description	Amount
6	Substitute pipe piles (not signed by contractor to date)	$ 57,430.00
17	Electrical Revision (Rewritten) Credit +	1,674.20
	Purchase surplus cabinet (Non-participating)	495.00
25	Exit sign cantilever supports (Inadvertently left off plans)	495.00
26	Install 240 volt luminair ballasts Sta 97+45 (Non-participating) Change in voltage omitted in plans. (A State purchased plan ballast with contract item will be used on future work))	1,091.00
EWO		
7	S. B. structure barrier. Plugged drains were chipped out to allow drainage	250.00
8	Damaged Pier 1 was repaired during Stage 2 (Repair found when excavated behind wall)	1,000.00
9	Weld inlet grates to frame (Keep gates from coming out of inlet when under traffic)	350.00

All changes above are acceptable except as noted.

Please see following pictures.

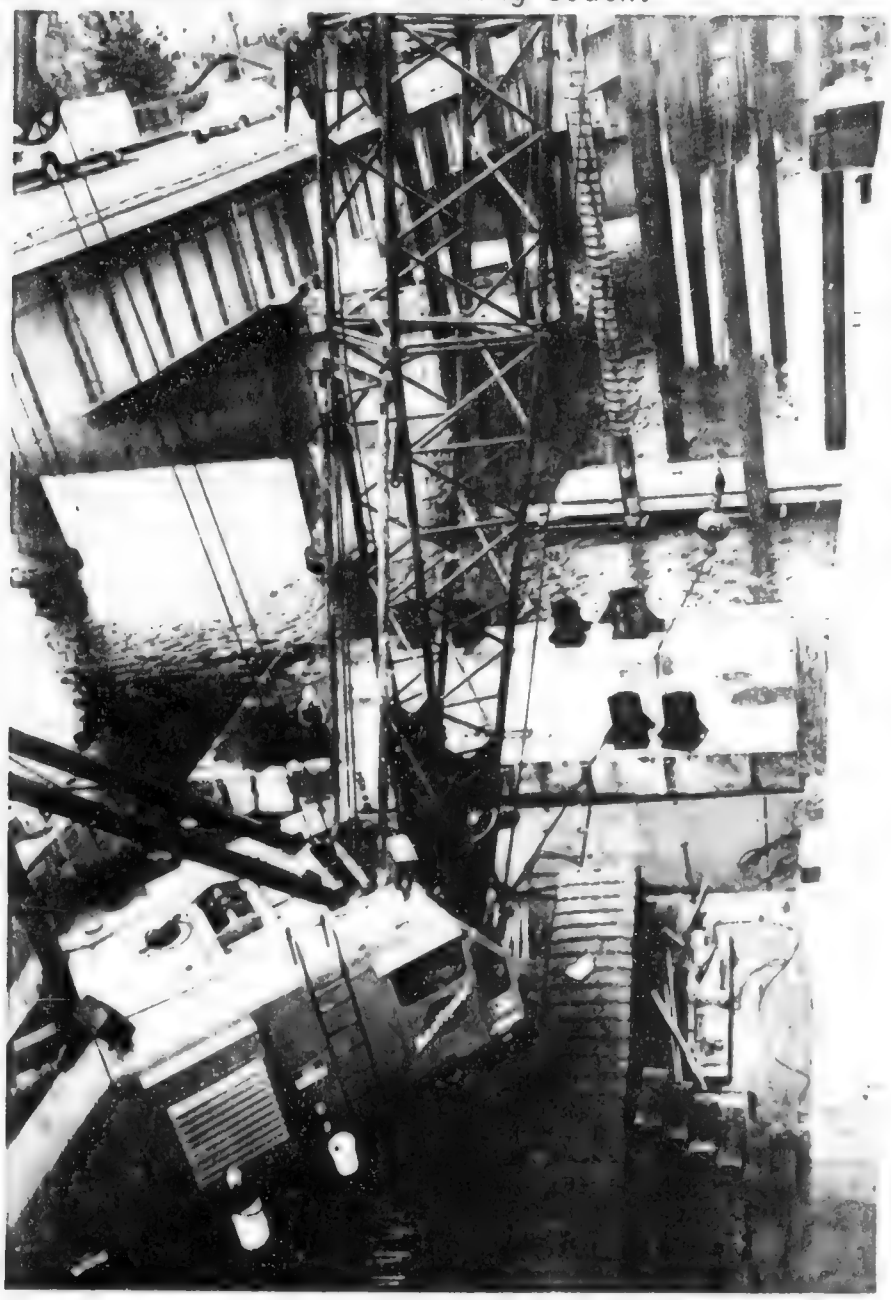


No. 1. Temporary sidewalk overhang completes Stage 1 work.

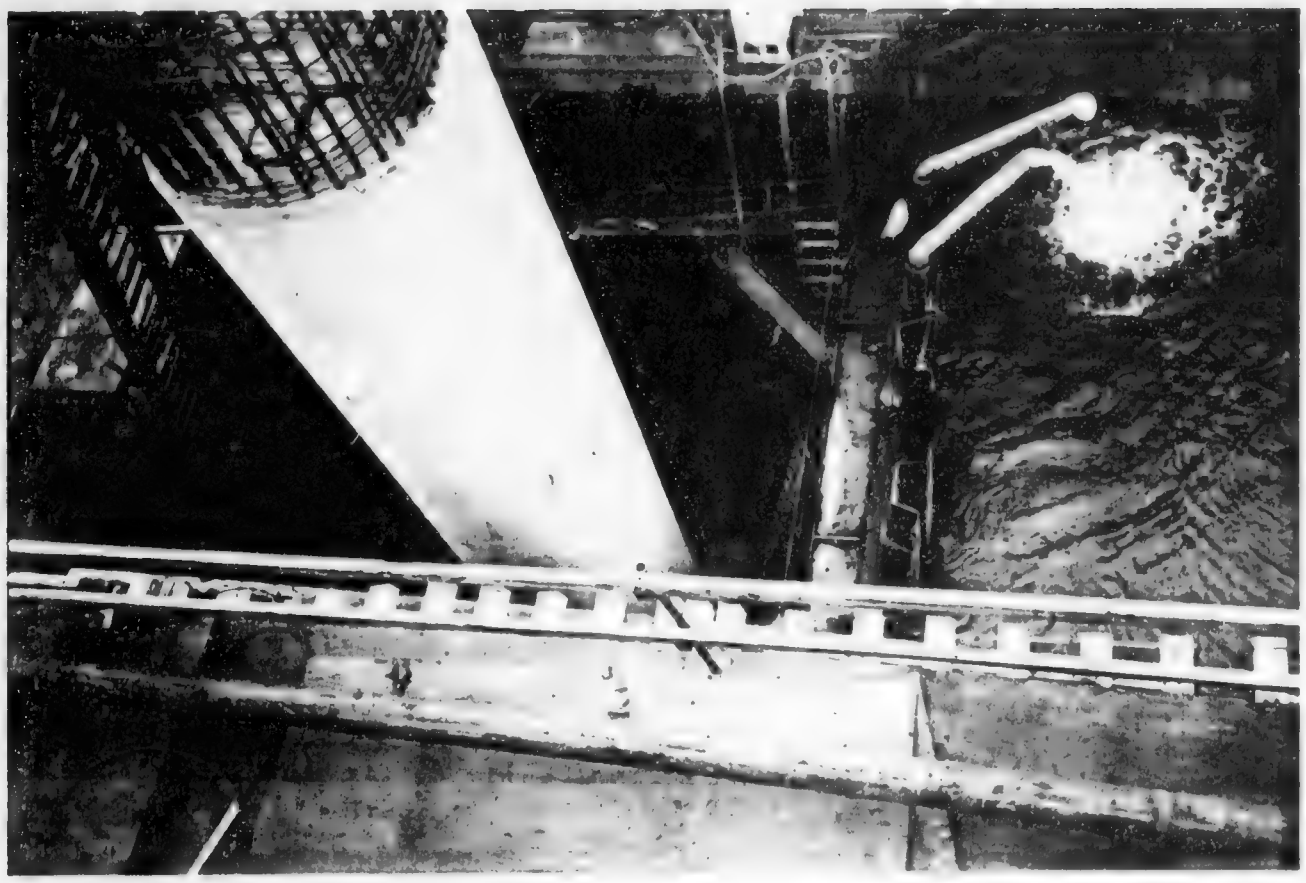


No. 2. Work between structure - Stage 2 - looking north.

No. 3. Status of work looking south.



No. 4. Falsework pile cans between Piers 3 & 4. Stage 2.



No. 5. Pier 5 cofferdam condition. About ready to remove sheets.

No. 6. Traffic flagging northbound. Stage 1 completed work. Contractor is unloading cans during off peak period.

No. 7. River traffic under old and new structure close to Pier 5.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40265

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: January 4, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Oregon Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK

Adjustment of Ramp Meters

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/4/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $5,000;
Federal Funds $4,611.

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 3/13

14. DATE: 3/11/86

15. SIGNATURE OF APPROVING OFFICIAL: D. K Hoosner

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Multnomah
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 40265
6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: January 4, 1985
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION: Oregon Slough Bridge Section
11. GENERAL DESCRIPTION OF WORK: Interpret and report on embankment monitor
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/4/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $4,000;
Federal Funds $3,688.

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 3/13

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/11/86	D. K Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9403 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40265

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: January 4, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Oregon Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK

Media Information

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/4/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $10,000;
Federal Funds $9,222.

Orig. to Potter 3/13

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/11/86	D. K. Hanssen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc 9703

U. S. DEPARTMENT OF TRANSPO. ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(122)306

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 60074

2A. COUNTY NAME: Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 4, 1986

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Jantzen Beach - Delta Park Interchange Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated 2/25/86 you are authorized to proceed with all phases of preliminary engineering for the preparation of plans, specifications, and estimates TEC $308,000; Federal Funds $284,037.

RECEIVED
STAT. HWY ENGR
MAR 6 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 3/6

14. DATE: 3/5/86

15. SIGNATURE OF APPROVING OFFICIAL: L. K. Hansen

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc 9905

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(59)309
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Multnomah
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO: I-402
6. TO: 3-5-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 4, 1986
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:
Jantzen Beach- Delta Park Interchange

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/26/86 we approve the revised Preliminary Engineering costs to a TEC of $1,261,025; Federal Funds $1,163,295.

(Increase TEC $40,000; Federal Funds $36,900)

RECEIVED
STAT. HWY ENGR
MAR 6 '86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 3/6

14. DATE: 3/5/86
15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hosmer
16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9703

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: February 25, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 60074
Project No. I-5-6(122)306
Jantzen Beach-Delta Park Interchange Section
I-5 Pacific Highway
Multnomah County

Attached data consists of PR-1 forms and Part 4 of the project prospectus.

I request authorization to proceed with all phases of preliminary engineering at an estimated total cost of $308,000 with an obligation of $284,037 in federal funds.

Enclosed please find project agreement estimate and project agreement forms PR-2.

DDB:bkb
cc: R. Oakes
E.L. Hardt, Metro
W. Schulte, Metro
General Files

Form 734-3122

9703

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00598

SECTION Swift Interchange - Delta Park Interchange

HIGHWAY Pacific NO. 1

COUNTY Multnomah NO. 26

REGION 1

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PROJECT EA C626-19-79

DATE 2-13-86

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	1000	25,000	25,000	914 UTILITY LIAISON	7783	500	500
					1096	1,000	1,000
				915 LANDSCAPE DESIGN	7114	30,000	30,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	1,000	1,000	916 PHOTOGRAMMETRY SERVICES	7142	1,000	1,000
	N/A			917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(20)	200	200
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(00)	35,000	35,000	921 SPECIFICATIONS AND ESTIMATES	7200	10,000	10,000
	74(20)	20,000	20,000	923 ENVIRONMENTAL STUDIES	75(00)	500	500
	7421 1094	2,000 10,000	2,000 10,000		75(__)		
904 PRELIMINARY DESIGN	7112	10,000	10,000		75(__)		
					1091	500	500
905 FINAL DESIGN	73(00)	30,000	30,000	925 AIR MONITORING	7510		
906 REDESIGN	73(__)			927 FREE BRIDGE DESIGN	74(__)		
907 T.P.D.T. DESIGN	73(31)	10,000	10,000		74(__)		
908 FIELD TESTING	1094	60,000	60,000	929 FREE BRIDGE SPECIFICATIONS	7200		
909 RIGHT-OF-WAY DESCRIPTION	7111			933 BASE DESIGN	7141	1,600	1,600
910 RIGHT-OF-WAY MAPS	7111			934 GEOTECHNICAL INVESTIGATION	7120	25,000	25,000
911 SIGN AND SIGNAL DESIGN	76(11)	14,000	14,000	937 HYDRAULIC STUDIES	7143	500	500
	76(15)	5,000	5,000	949 SYSTEM STUDIES	N/A		
	76(21)	6,000	6,000	960 PROCESS PROJECT PROSPECTUS	7144	100	100
	1052	1,200	1,200	961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(__)			962 RECONNAISSANCE SURVEYS	71(__)		
913 RIGHT-OF-WAY LIAISON				963 REVIEW FIELD SURVEYS	7113	5,000	5,000

Continued on Page 2

RECEIVED
MAR 11 1986
ROAD DESIGN SECTION

CY RDE
SE
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2 PDE
3 PDS
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FLC
4 OFFICE
Copy All
Return To

734-1914 (6-85)

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 00598

SECTION: Swift Interchange - Delta Park Interchange

REGION: 1

	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764	PREPARE PERMITS	7000	500	500				
980	CONDUCT PUBLIC HEARING	N/A						
020	TRAINING	N/A	2,400	2,400				
050	AUDIT SERVICES	0500						

		TOTALS	$ 308,000 / $ 308,000
RIGHT-OF-WAY EA	PE FUNDING: Federal	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER: I-5-C(122)306		ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This authorization is to set up funds for the preparation of plans, specifications, and estimates to complete the work on this section of the freeway. The overall project name is Jantzen Beach - Delta Park Interchange.

THIS AUTHORIZATION CANCELES AND REPLACES EA C626-1923.

PREPARED BY: Paul D. Singer	DATE: 2-14-86	APPROVED, ASST. HIGHWAY ENGINEER: X	DATE
RECOMMENDED, REGION ENGINEER: X	DATE	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER: X	DATE: 2-14-86	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 3-4-86	

734-1914 (6-85) cont.

1103

jc

cc: OSHD (Rulien)

STATE COPY N

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
FEB 11 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Jct | File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon

IN COMPANY WITH
Marion Craft and Larry Shattuck; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-27-86	T. P. Lowe, Area Engineer	I-5-6-(116)307

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	32 %	47 %

OREGON SLOUGH BRIDGE
PACIFIC HIGHWAY
Bridge Construction

NOTED
W. E. SCHWARTZ

This inspection was limited to an office discussion concerning various alternatives to waste material on the project. A brief field review of the active work was made also.

The contractor is now working in Stage 2 of construction. He is about half way through removing the center portion of the existing structure. The traffic control being used for Stage 2 was working quite well. It is expected the contractor will be working in Stage 2 for about a year to eighteen months.

The time quantities show the project as requiring approximately 45,000 c.y. of embankment and 12,000 c.y. of excavation. The current estimates are about 31,000 c.y. of embankment and 29,000 c.y. of excavation. Payment for earthwork in this contract is made by embankment measure. The plan quantities show about 33,000 c.y. shortage of material to complete the emankments. The contractor said he had planned to waste that amount of material from the coffer dam excavation and rubble from existing bridges in the embankment areas. Now it appears the contractor will have about 30,000 c.y. of coffer dam excavation and bridge rubble to waste elsewhere.

The State proposes to allow the contractor to use the excess rubble and coffer dam excavation for future embankments in the area that are not part of this project. I agree with this proposal. A Price Agreement will have to be negotiated with the contractor to effect this change. It appears that any claims the contractor may have had due to the differences between the plan quantities and actual quantities in this project, can be resolved with that Price Agreement.

There is one other problem in that the City recently has indicated they may wish to relocate Marine Drive to a different location than shown on the environmental impact statement. I understand the new alignment has a considerable amount of controversy connected with it, therefore it is questionable at this time what the final location of Marine Drive will be. The embankment for Marine Drive in either event would be an ideal place to waste the material. I advised the State we could waste the material on the Marine Drive alignment shown on the environmental impact statement but not on the new alignment that has not been addressed in an environmental statement. The State is considering another location along I-5 when the fill will be widened on a future project. The State has to determine the status of right-of-way in the affected area to determine if the waste can be placed in that location. The State will also communicate with the City to determine the status of their decision concerning the location of Marine Drive. In any event, it appears that the excess material generated on this project can be used to construct future embankments in the area at a reasonable cost.

- TPL -

CL 1985-0216

7703

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 19, 1985

IN REPLY REFER TO
FILE NO.:

File No: CON 5
#9903

Proven Products, Inc.
7560 S.W. Laview Drive
Portland, OR 97219

Attention: Henry Barber
President

Thank you for your letter of December 4, 1985, stating that Kiewit Pacific Company and Marmolejo Contractors, Inc., have made final payment to you.

This was in connection with a claim filed against them on Contract No. 9903 for work on the Oregon Slough Bridge in Multnomah County.

This information will be noted in our records, and we will advise the surety and the contractor.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Kiewit Pacific Co. and
Marmolejo Contractors, Inc. a JV
P.O. Box 1769
Vancouver, WA 98668

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

RECEIVED
FEB 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Sec. of State (Claim No. CL1985-0216; filed 11/21/85)

NOTED ON CARD
3-3-86cc

PROVEN PRODUCTS, INC.

7560 S.W. Laview Drive
Portland, Oregon 97219
503/244-9185

December 4, 1985

File No.: GON 5
#9903

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Dear Mr. Gormsen:

Thank you for your letter of November 18, 1985.
In conformance with your last paragraph request, kindly
be advised that Kiewit Pacific Co. & Marmolejo Contractors, Inc.,
Joint Venture have made final payment to us.
Thank you for your assistance in the matter.

Very truly yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9903

N

KIEWIT PACIFIC CO. &
MARMOLEJO CONTRACTORS, INC. JV

Oregon Slough Bridge
1590 N. Marine Dr.
Portland, OR 97217

#9903

November 26, 1985

Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

In reference to Proven Products, Inc. claim against Kiewit Pacific Co. - Marmolejo Contractors, Inc. JV, please note as of November 7, 1985 we received verbal approval from Oregon State Highway Department on materials supplied to us by Proven Products, Inc. As of November 25, 1985 final payment was processed.

KIEWIT PACIFIC CO. AND
MARMOLEJO CONTRACTORS, INC. JV

Peter Kaseburg
Job Superintendent

cc: The Aetna Casualty & Surety Co.
Proven Products Inc.
Ed Shaw - KPC
Howard Harris - OSHD
Job File

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PK/cdm

Moneysp
nec

9705

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(59)309
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Multnomah
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: I-402
6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310
7. DATE AUTHORIZATION EFFECTIVE: October 21, 1985
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION:
Jantzen Beach - Delta Park Interchange
11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering Design
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Force Account

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-21-85 as requested in Mr. Potter's letter of 11-8-85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $1,000; Federal Funds $922.

RDE
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RPM

RECEIVED
NOV 29 1985
ROAD DESIGN SECTION

LPC
LA
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RWD
FLC
OFFICE
Copy All
Return To

orig to potter 12/2

CE CAE COE OM OE 6 CA CAM EEO

RECEIVED
NOV 29 1985
CONSTRUCTION SECTION

LS TC SA CC FE CP PQC QCS FILE

XC: D.O. Christensen - For Your Info.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/26/85	D.O. Christensen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. N/A

PROJECT NAME Jantzen Beach-Delta Park Interchange DATE Oct. 21, 19 85

HIGHWAY Pacific (I-5) FAP No. I-5-6(59)309

COUNTY Multnomah PREFIX 626-1923 FUNCTION 901

DESCRIPTION OF WORK TO BE DONE:
Preliminary Engineering sketch design of connecting road intersections
Preliminary traffic analysis

LOCATION BY STATION NUMBERS:
Preliminary Enginerring - assist in development of design for street connections to freeway interchanges within limits of project.

ESTIMATE OF QUANTITIES & COSTS:

Engineering Design	$500
Traffic Analysis	400
Materials and Service	100
	$1000

Recommended for approval 10/22/85

EXPLANATION:
Several city street connections adjacent to freeway ramp terminals and proposed major park redevelopment that would have concentrated traffic impact require City to develop and recommend design of local road connections based on local traffic plan. Preliminary Engineering on third stage of this project is still in process. Some of work under this order has been completed.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

PE Authorization

Project Authorization . . . . . $ 1,165,000

Present estimate of costs including work under this Force Order . . . . . $ 1,165,000

Estimated Overrun / Underrun Amount . . . . . $

Estimated Overrun / Underrun Percent

SUBMITTED BY: Donald E. Fantz

TITLE: Project Coordinator

APPROVAL RECOMMENDED:

TITLE: Proj. Dev. Engr.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED:
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

CL 1985-0216

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 18, 1985

IN REPLY REFER TO
FILE NO.:

Proven Products, Inc.
7560 SW Layiew Drive
Portland, OR 97219

CON 5
#9903

Attention: Henry Barber
President

This will acknowledge your letter of October 24, 1985, with attached invoice, purchase order, and supporting letters, filing a claim against the following Highway Division contract:

FILED BY:	Proven Products, Inc.
AMOUNT:	$7,641.60
FOR:	Delivered goods
AGAINST (Prime Contractor)	Kiewit Pacific Co. & Marmolejo Contractors, Inc., a JV
CONTRACT NO.:	9903
PROJECT:	Oregon Slough Bridge Section, Pacific Highway, Multnomah Co.
SURETY:	The Aetna Casualty & Surety Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED

cc: Kiewit Pacific Co. &
Marmolejo Contractors, Inc. JV
P.O. Box 1769
Vancouver, WA 98668

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 SW Market St.
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

PROVEN PRODUCTS, INC.
7560 S.W. Laview Drive
Portland, Oregon 97219
503/244-9185

October 24, 1985

File No.: CON-5
#9903

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Thank you for your letter of October 21, 1985.

This Company wishes to file a claim against Kiewit Pacific Co. - Marmolejo, Inc. for the non payment of our invoice 1664 in the amount of $ 7,641.60, dated July 5, 1985, for delivered goods.

We delivered plastic glare screens to their job, the Oregon Slough Bridge on the strength of their purchse order 56121 dated 3/15/85. This purchase order did not contain any words of plans and specifications, you may note.

Sometime later we were asked to submit the brackets for testing. We complied. Then came complaints about the hardware which were not exactly like specified because the specs would not work. We complied. Then came requests about the origin of the materials, we complied.

All the pertinent letters are enclosed herewith.

This Contractor wants to use by non-payment pressure on us to satisfy their never-ending requets. Yet, in another instance (reflectors on brackets) they paid our invoice and later came with a request about compliance with the specs.

Your assistance is solicited to get paid immediately. If all the small suppliers would get treated by the big companies like we are experiencing it now, there would be no small suppliers still in business.

Very truly yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea
encl.

RECEIVED
OCT 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 189 REV. 6-80
PRINTED IN U.S.A.

PURCHASE ORDER

No. 56121 B

Our order number must show on your invoice

Date 2/13/85

To PROVEN PRODUCTS, INC.

Address 7560 S.W. LAVIEW DR.

City PORTLAND State OR. Zip

F.O.B. SHIPPING POINT ☐ F.O.B. DESTINATION ☐ (Check One)

QUAN.	DESCRIPTION	EQUIP. NO.	UNIT PRICE
960	24" CLEAR FOIL W/BRACKET		4.66/EA
960	24" GLARE FOIL W/BRACKET		7.96/EA

Issue _____ Copies of Invoice at Time of Purchase or Mail to Below Address

Prices On This Order Are Not Subject to Increase.

Cost Item 404.01

Job No. EC-1

Job Name COLUMBIA SLOUGH

We Will Only Accept Charges For Merchandise Ordered by Person Whose Signature is Authorized in Writing by the General Office.

Deliver To:

KIEWIT-MANICLETO

1516 N. MARINE DR.

PORTLAND OR. 97217

By Pat Tigrell

RECEIVING CLERK - JOB OFFICE COPY

No. 56121 B

RECEIVED
OCT 28 1985
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

July 5, 1985

P. O.: 56121 B

Kiewit Pacific, Inc. - Maxmolejo, Inc.
1590 North Marine Drive
Portland, OR 97215

I N V O I C E # 1664

960

~~960~~ EACH GLARE SCREEN BLADES, 2'-0" long, with base plates and all necessary hardware @ 7.96 $ 7,641.60

Terms: net 30 days

PS: Our invoice # 1656 for $ 535.- was submitted May 8, 1985 under the same P.O. number.

RECEIVED
OCT 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

L & L Fabrication
MACHINING AND FABRICATION OF SMALL PARTS

19951 E. BURNSIDE
PORTLAND, OR 97233
(503) 661-7929

October 9, 1985

To Whom It May Concern:

It has been requested that L & L Fabrication supply information regarding material and dimensional status on the reflector brackets for the Oregon State Slew Job.

Please be advised that these parts were fabricated to the standard print and specifications of all parts that have been released to Proven Products for resale in the State of Oregon.

All material, to the best of our knowledge was all domestic supplied.

Regards,

Gary L. Lindquist
President

GLL:cjm

RECEIVED
OCT 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Portland Contractors Supply, Inc.

122 S. E. 8TH. AVE. • PORTLAND, OREGON 97214 • PHONE: 232-5173

October 07, 1985

Kiewit - Marmelejo
1590 N. Marine Dr.
Portland, Or. 97217

Attention: Mr. Bob Elliot:

This is to certify that all items listed below comply in all respect with the requirements of your purchase order no. 56121 B (To Proven Products) and State of Oregon requirement for attachment of Plastic headlight glare shields to bracket.

ITEM 1: 3/8 x 3 1/4 HDG Hex Bolt with 30° ben. (HDG to ASTM A 123).

* ITEM 2: HDG Hex Nut (tapped oversize to fit HDG Bolt), HDG flat washer, and HDG Lock Washer.

* Vandal Resistant Lock nuts are not available tapped oversize for galvanized Hex Bolts. These Items substituted as per approval of Larry Shattuck, Oregon St. Hwy. Engineer.

Regards,

Jack R Anderson
Jack Anderson

cc: file
cc: Henry Barber
Proven Products

JA/ss

RECEIVED
OCT 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PROVEN PRODUCTS, INC.
7560 S.W. Laview Drive
Portland, Oregon 97219
503/244-9185

November 16, 1985

File No.: CON 5
#9903

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Further to our letter of October 24, 1985, to which we did not receive any reply from you, in order to keep you posted we received now from Kiewit Pacific Co.-Marmalejo, Inc. enclosed check.(copy enclosed.)

There was no explanation why exactly this amount ($ 3,820.-) nor word about payment of the balance towards $ 7,641.60.

Is it really asking too much to give us a satisfactory reply?

Very truly yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea
enl.

11-18-85 -
OK - Handled by Telephone - He is happy with us -
R.

RECEIVED
NOV 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KIEWIT PACIFIC CO-MARMOLEJO CONTRACTORS, INC
A JOINT ENTURE

93-41
929

CHECK NO.
167410

0167410

FIRST INTERSTATE BANK OF BILLINGS, N.A., BILLINGS, MT.

PAY ***THREE THOUSAND EIGHT HUNDRED TWENTY AND 80/100 DOLLARS***

TO THE ORDER OF	DATE	CHECK AMOUNT
PROVEN PRODUCTS INC 7560 S W LAVIEW DRIVE PORTLAND OR 97219	11/12/85	******3,820.80

AUTHORIZED SIGNATURE

"167410" :092900419: 00 004 3"

(DETACH BEFORE DEPOSITING)

COMPANY NO. & NAME 80 KIEWIT PACIFIC-MARMOLEJO, A JOINT VENTUR

CHECK NUMBER 0167410

VENDOR NO. & NAME 55344 PROVEN PRODUCTS INC

CHECK DATE 11/12/85

INVOICE / PAYFORM NUMBER	DATE	AMOUNT	DISCOUNT	JOB OR ACCOUNT	KEY
1	07/05/85	3,820.80	.00	1	09 90388 00

	INV/PF TOTAL	DISCOUNT TOTAL	CHECK AMOUNT	
1 OF 1	3,820.80	.00	3,820.80	FORM VO3H

Form 246

After 5 days return to
POST OFFICE BOX 31096
OMAHA, NEBRASKA 68131

[redacted]

RECEIVED
NOV 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9903

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 8, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Order for Force Work No. 1
Item No. I-402
Project No. I-5-6(59)309
Interstate Br.-Oregon Slough Br. P.E.
Multnomah County

I request your approval for the attached Order for Force Work No. 1 based on the attached letter from James D. McClure dated October 25, 1985.

This request does not require an additional obligation in federal funds at this time.

RLC:bkb
Attachments
cc: E.L. Hardt (Metro)
L.E. George
General Files

Form 734-3122

26-1923

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: October 25, 1985

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Jantzen Beach-Delta Park Intch.
Pacific Hwy. (I-5)

This Order for Force Work is submitted in the absence of a formal preliminary engineering agreement with the City of Portland. The work covered under the Order for Force Work is preliminary engineering and not construction work. The project has been broken into three phases; two phases have gone to contract. Preliminary engineering continues on the third phase.

We have asked the City to participate in a minor amount of preliminary engineering because of some roadway connections adjacent to the freeway ramp terminals and the proposed redevelopment of Delta Park. We have asked their recommendations for design of street connections and we have asked traffic analysis and projected volumes to support the request for widening freeway ramps and changing ramp alignment.

Part of the work under this Order for Force Work has been completed.

JDM:DEF:po

cc: J. D. McClure
D. E. Fantz

Attachments

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 29 1985
REFER TO
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

01-125-1387

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. N/A

PROJECT NAME Jantzen Beach-Delta Park Interchange DATE Oct. 21, 1985

HIGHWAY Pacific (I-5) FAP No. I-5-6(59)309

COUNTY Multnomah PREFIX 626-1923 FUNCTION 901

DESCRIPTION OF WORK TO BE DONE:
Preliminary Engineering sketch design of connecting road intersections
Preliminary traffic analysis

LOCATION BY STATION NUMBERS:
Preliminary Enginerring - assist in development of design for street connections to freeway interchanges within limits of project.

ESTIMATE OF QUANTITIES & COSTS:

Engineering Design	$500
Traffic Analysis	400
Materials and Service	100
	$1000

EXPLANATION:
Several city street connections adjacent to freeway ramp terminals and proposed major park redevelopment that would have concentrated traffic impact require City to develop and recommend design of local road connections based on local traffic plan. Preliminary Engineering on third stage of this project is still in process. Some of work under this order has been completed.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

PE Authorization

Project Authorization . . . . . $ 1,165,000

Present estimate of costs including work under this Force Order . . . . . $ 1,165,000

Estimated Overrun / Underrun Amount . . . . . $

Estimated Overrun / Underrun Percent

SUBMITTED BY: Donald E. Fantz

TITLE: Project Coordinator

APPROVAL RECOMMENDED:

TITLE: Proj. Devl. Engr.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED:
Construction or Traffic Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

SP*70890-734

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307
2. STATE PROJECT NO.: See Below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 40265
2A. COUNTY NAME: Multnomah
6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: August 27, 1985
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION:

Oregon Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated 10-30-85 this will confirm the advance approval date of 8-27-85 contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to PGE temporary lighting installation on an actual cost basis estimated to be $1,116; Federal Funds $1,030.

The Agreement with PGE is approveD

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
NOV 5 '85
REFER TO
Potter
FOR

Orig. to 1116

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/4/85	D. K. Hoomer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9143

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 30, 1985

TO: D. B. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Temporary Lighting Installation
Portland General Electric Co.
Oregon Slough Bridge Section
Pacific Highway (I-5)
Multnomah County
Project No. I-5-6(116)307

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Reference is made to my letter of October 1, 1985 which submitted an estimate and sketch for the installation of temporary lighting facilities on the subject project. Reference is also made to your letter of October 9, 1985, which requested additional information regarding the temporary lighting installation.

The proposed temporary street light replaces a previously existing street light that had to be removed to accommodate construction. The proposed temporary street light is required to illuminate an access road that crosses beneath the north end of the Oregon Slough structure (see attached sketch). Permanent roadway lighting will not be installed for a year and a half to two years.

The proposed temporary street light installation is not a part of any overall lighting agreement between the Oregon State Highway Division and Portland General Electric Company or any private property owner. Lighting is required to provide proper safety to the travelling public utilizing the access road.

Your approval of the actual cost agreement, as evidenced by the information attached to my October 1, 1985 letter, and confirmation of your advanced authorization to proceed with the work as of August 27, 1985 is requested. Estimated cost to the project is $1,116.

JMC:jr

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

Form 734-3122

October 21, 1985

Proven Products, Inc.
7560 S.W. Laview Drive
Portland, OR 97219

CON 5
#9903

Attn: Henry Barber, President

This is in response to a copy of a letter dated October 10, 1985, addressed to Aetna Casualty and Surety Company concerning Contract No. 9903 with Kiewit Pacific Co. and Marmolejo Contractors, Inc., for the Oregon Slough Bridge.

Under Oregon law, you may file a claim for unpaid bills on labor and material. If that was your intent, please mail us a letter stating that you wish to file a claim against the above-mentioned contractor. We will be happy to process it for you.

Attached is further information on filing a claim.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:arc

PROVEN PRODUCTS, INC.
7560 S.W. Laview Drive
Portland, Oregon 97219
503/244-9185

Copy

October 10, 1985

Aetna Casulty & Surety Co.
200 Market Street (Suite 1500)
Portland, OR 97201

Gentlemen:

It is our understanding that you provided the required bonding to the Oregon Department of Transportation for Kiewit Pacific, Inc. - Marmolejo, Inc. on their Oregon Slough job.

This Company furnished 960 24" Glare Screen Blades with brackets as per their purchase order 56121 B.

We invoiced the Company on July 5, 1985 for the agreed amount of $ 7,641.60.

Since we have not received payment as of this date we are looking to you for the fulfillment of Kiewit-Marmolejo's obligation.

Very truly yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea
encl.
cc: Robert W. Gormsen

RECEIVED
OCT 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 180 REV. 6-80
PRINTED IN U.S.A.

PURCHASE ORDER No. 56121 B

Date 2/18/85.

To PROVEN PRODUCTS, INC.

Address 7560 S.W. LANDING DR.

City PORTLAND State OR. Zip

F.O.B. SHIPPING POINT ☐ F.O.B. DESTINATION ☐ (Check One)

QUAN.	DESCRIPTION	EQUIP. NO.	LIST PRICE
~~960~~	~~24" FLARE FOLD W/BRACKETS~~		~~9.60~~ /EA
960	24" FLARE FOLD W/BRACKET		7.95/EA

Issue ____ Copies of Invoice at Time of Purchase or Mail to Below Address

Prices On This Order Are Not Subject to Increase.

Cost Item 404.01

Job No. EC-1

Job Name COLUMBIA SLOUGH

We Will Only Accept Charges For Merchandise Ordered by Person Whose Signature is Authorized in Writing by the General Office.

Deliver To:
KIEWIT-MARMOLEJO
1515 N. MARINE DR.
PORTLAND OR. 97217
By Pat Ingalls

RECEIVING CLERK - JOB OFFICE COPY

No. 56121 B

RECEIVED
OCT 11 1985
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

Proven Products

Portland Oregon 97219
(503) 245-9[illegible]

July 5, 1985

P. O.: 96421 B

Klemit Pacific, Inc. - Hammelefe, Inc.
1990 North Marine Drive
Portland, OR 97215

INVOICE # 1664

960

960 EACH CLARK SCREEN BLADES, 6'-9" long, with base plates 2'-0"
and all necessary hardware @ 7.96 $ 7,641.60

Terms: net 30 days

PS: Our invoice # 1656 for $ 535.- was submitted May 8, 1985
under the same P.O. number.

RECEIVED
OCT 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4103

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 9, 1985
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
OCT 10 '85
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

W&S
THM
orig cys
GSH
10/14

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-5-6(116)307
Oregon Slough Bridge Sec.
Pacific Highway
Multnomah County
Temporary Illumination

We have reviewed Mr. Potter's letter of October 1, 1985, requesting approval for installation of temporary lighting facilities. Since this is a construction item rather than a utility adjustment we believe it should be covered by an Order For Force Work reflecting your agreement with PGE. Your support data should explain how this work fits in with the contract pay item for temporary illumination.

We are prepared to confirm our August 27, 1985, advance approval subject to receipt of a supported construction force order.

Sincerely yours,

G. K. Hansen
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (J. Cartwright, Util)
OSHD (C. Fredrickson, Const)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED BY GARY A. POTTER
Gary A. Potter
Manager, Program Section

SUBJECT: Temporary Lighting Installation
Portland General Electric Co.
Oregon Slough Bridge Section
Pacific Highway (I-5)
Multnomah County
Project No. I-5-6(116)307

Here is a copy of an estimate of cost to install temporary lighting facilities dated August 26, 1985, and a sketch showing their proposed relocation.

The temporary lighting was not originally anticipated, therefore, Portland General Electric Company was advised verbally of the need as soon as it was known. The agreement will, therefore, consist of verbal notification the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as this is a temporary installation.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 27, 1985 is requested. Estimated cost to the State is $1,116.

RECEIVED
STATE HWY ENGR
OCT 3 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

Form 734-3122

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
TAT. HWY ENGR
OCT 4 '85
REFER TO
Fredrickson
FOR

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH 9-13-85

CO 10/7

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Multnomah	Oregon

Info	Invest	R/D	D/R	Sign	Act	File

IN COMPANY WITH: Howard Harris, ODOT

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-13-85	H. A. Schell, Division Bridge Engineer	I-5-6(116)307

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	23 %	38 %

COPY SENT
OCT 03 1985

OREGON SLOUGH BRIDGE

This project was inspected to determine the project status and review the changes to date.

1) Stage I - Structure is complete. Spans 1, 6, 7, 8 and 9 - the deck is poured.

Piers 4 & 5 - Cast-in-place sections are complete through the deck.

Span 4 - Lift frame for beams is partially in place.

Stage II - Pier 8 footings and columns are poured and at Pier 9 one of the columns is in place.

NOTED
W. E. SCHWARTZ

Pier 10 - The pile cap has been poured.

Drainage - South end of project about complete - all major work is 65% complete.

S V Line - Surcharge is partially removed.

Sign Bridge - 97 + 45 is in place.

Wall G - 98% complete.

2) 5 men are forming diaphragms in span 5.

Rig and 3 + ironworkers are working on the lifting frame for span 4.

Rig and ironworkers are unloading reinforcement steel onto span 1.

(Continued)

Several men (3+) are working on the sign bridge electrical connection at station 97+45.

Three men are painting the expansion joint at the north end and underneath the bridge.

The project appears to be progressing well and there is a minimum disruption of traffic. The contractor is on schedule.

3) In order to reduce the conflict with traffic the contractor is placing his prestressed beams and concrete at night. He is also in the process of assembling a steel frame to lift and place the beams. He has previously used a rig mounted on the deck and barges. It is expected this assembly will expedite beam placement.

The following are the changes on the project to date:

	Change No.	Description	Amount	
PA	1.	Material on hand in Washington State		
	2.	On the Job Training	$12,000.	
	3.	Change Class B Asphalt Concrete to Class C	0.	
	4.	Place pipes under the existing ramp by jacking	16,500.	
	5.	Credit for changing the testing procedure for elastomeric bearing pads	5,000.	CR
	6.	The use of steel oil well pipe for piles (Not approved to date)	57,436.	
	7.	Credit for recycle of AC mix	2,750.	CR
	8.	Non participating for a staking error to remove and reinstall pipe	1,443.	NP
	9.	Install type U signs to facilitate traffic	15,170.	
	10.	Document a change in seal pour procedure from a 10" slick line to a 5" slick line	0.	
	11.	Credit from the phone company due to a conflict with the main telephone conduit lower footing at Pier 1.	6,311.	CR
	12.	Design change for modifying earthquake restraints with extra reinforcement	1,812.	
	13.	Credit for shortening a temporary walkway	14,290.	CR
	14.	Changed the type of 16" water pipe coupling	0.	
	15.	A design change for increasing the size of steel for the sign bridge at Sta. 97+45	114.	
	16.	Credit for allowing the use of a slip form in the construction of the bridge rail	2,712.	CR
	17.	Credit for deleting electrical work on the sign bridge	1,300.	CR
	18.	Added more sign supports than were included in the plans	950.	

EXTRA WORK ORDERS

EWO No.	Description	Amount
1.	Pile test load and pile analyses needed for determining pile loads and penetration	$19,350.
2.	Minor changes and addition of steel reinforcement	5,000.
3.	Revise electrical work in the Sign Bridge (This work was necessary for proper installation)	9,000.

A Price Agreement might be forthcoming for added reinforcement around temporary concrete barrier.

There will probably be a claim for pile driving splices at about $16,000 or $146 per splice. The pile length in some areas were not as expected and the extra length has apparently caused the contractor some extra costs.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 27, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Portland General Electric Co.
Temporary Illumination Pole & Light
Installation & Removal
Oregon Slough Bridge Section
Pacific Highway (I-5)
Multnomah County
Project No. I-5-6(116)307

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the installation of a temporary illumination pole and light facilities as of August 27, 1985 is requested. An estimate of cost is being prepared by PGE. Preliminary estimate of cost is $1,400. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 27, 1985 is approved

C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
Howard Harris
R. L. Fleming

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
FOR
Info | Init. | R/D | D/R | Sign | Act | File

Form 734-3122

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-6(59)309

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. I-402

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-27-85

8. FEDERAL ROUTE NUMBER Interstate

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

JANTZEN BEACH - DELTA PARK INTERCHANGE

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested by Mr. Potter's letter dated March 14, 1985, I approve the revised Preliminary Engineering costs to a TEC of $1,221,025; Federal Funds $1,126,395.

(Increase TEC $296,400; Federal Funds $273,404)

RECEIVED
STATE HWY ENGR
APR 2 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 4/3

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/2/85	G. K. Hoesmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN-HIGHWAY DES 16

Howard R. Harris
Project Manager

March 22, 1985

Richard A. Kuehn, P.E.
Final Design Engineer

Portable Changeable Message Sign Submittal
Oregon Slough Bridge
Pacific Highway
Multnomah County
Contract #9903

Returned herewith are three sets of Sunshine AWD changeable message sign specifications, aproved without change.

These signs are identical to signs previously accepted on the North Albany Interchange - Corvallis/Lebanon Interchange construction project. The acceptance of those signs is the basis of this approval.

RK:AA:mg

Attachments

cc: Andy Anderson

RDE
FDE
LE
SE
FPC
FDH
LFH
GTH
RECEIVED
MAR 22 1985
ROAD DESIGN SECTION
BPC
CAD
Copy All
Return To
B/U ___/___/___

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-25-85

4. PROGRAM NO.:

5. ITEM NO.: 40265

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/9/84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Oregon Slough Bridge

11. GENERAL DESCRIPTION OF WORK

Furnish, install and monitor embankment settlement detection instrumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/9/84 as requested in Mr. Fredrickson's letter of 2/14/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $25,500; Federal Funds $23,516.

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/25/85	G. K. Harrison	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CST
US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

ID (Mr Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

IN COMPANY WITH

H. Harris & M. Craft, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2-15-85	H. A. Schell, Div Br Engr	I-5-6(116)307

Original Signed by
H. A. Schell
Division Bridge Engr.

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	9 %	15 %

OREGON SLOUGH BRIDGE
Grading, Paving, Structures, Signing, Illumination & Signals

This project involves the replacement of the old Oregon Slough Bridge on the Pacific Highway just south of the main Columbia River crossing.

The work is divided into three basic stages involving the construction of the NB roadway, the center roadway section, and finally the SB roadway.

The structure will accommodate eight lanes of traffic with 8 & 10-ft. shoulders, a 12-ft. pedestrian bikeway and a median. The structure is 1,325 ft. long involving nine spans which vary from 109 to 230 ft. in length. The contractor elected to construct Alternate A, the concrete alternate. The total amount of this contract is $18,538,563 and was awarded to Kiewit Pacific Co. and Marmolejo Contractors Inc. on November 19, 1984.

1. Completed Work

NOTED
W. E. SCHWARTZ

Pier 4 NB piles are driven and the seal poured.

Pier 5 NB piles are driven, seal poured and part of the footing formed.

Pier 8 NB piles are driven and the footing poured.

cy 3/8

Pier 10 NB piles are driven.

Marine Drive Structure EB - Traffic has been diverted and the EB excavated to about grade. Part of the storm sewer line has been installed. About 2,000 CY of fill material has been placed and stored on the southeast end of the Marine Drive structure for the approach fill.

RECEIVED
STATE HWY ENGR
MAR 4 '85
REFER TO
Fredrickson
FOR

Form FHWA-1446A

2. Work in Progress

Pier 4 - Two men are cutting off the steel piles. One 8" and two 6" pumps are pumping the water from the cofferdam. Also the contractor is trying to obtain a better seal around the sheets by straw and H.S.

Pier 5 - Four men and a rig (Manitowoc 3900) on two large steel barges are tying up the column cage reinforcing steel. A 6" pump is keeping the water down in the cofferdam.

Pier 10 - 18 piles are driven and three men, a rig (with a DE 30 hammer), and a welder were splicing the pipe piles.

Marine Drive - A backhoe and a front-end loader and four men are excavating the eastbound lanes for the storm sewer.

3. General Comments

Piles for Piers 8 & 10 - The steel can pile driving was increased at the above bents. Actual driving was as follows:

	Spec.	Av. Field	Type
Pier 8	64	99±	14" Steel Cans
Pier 10	60	115±	"

Since only a small number of piles have been driven to date the State requested our approval to use Gobles "Black Box" to evaluate at least three pile bearings and their length. Approval was given for about $10,000 to do this work. The contractor has expressed concern about the extra driving and splices.

Piles for Piers 4 & 5 - The contractor drove three steel HP 14 x 117# piles to the required penetration and indicated bearing with a Vulcan 020 (60,000 ft.-lbs.). He then drove the same size pile with a Delmag D-46 (48,400-105,000 ft.-lbs. energy) and acquired the same penetration and adequate bearing. The project manager indicated there was no difference in pile response from either hammer and has approved the D-46. Pile penetration was as follows:

	Spec.	Av. Field	Type
Pier 4	94'	94.5' (-118.9'elev.)	HB 14 x 117
Pier 5	94'	88.7' (-113.2'elev.)	"

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

January 15, 1985

IN REPLY REFER TO
HDA-OR/971

RECEIVED
STATE HWY ENGR
JAN 17 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

WES
FYI

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Joint Venture Certification
Kiewit Pacific Co. and
Marmolejo Contractors, Inc.
Oregon Project I-5-6(116)307, Oregon Slough Bridge

We have reviewed the joint venture application and agreement for this project as required by your recently implemented Joint Venture DBE procedures and the results of your evaluation as contained in your December 31, 1984 interoffice memo. Based on your evaluation, you have certified the joint venture. Marmolejo Contractors, Inc. is a certified DBE under the Small Business Administration Section 8 program.

In most respects the information provided in the application, agreement, and your evaluation appears to support the decision to certify this joint venture for this project for purposes of meeting the assigned DBE goal. However, before we can agree that this joint venture is fully acceptable in terms of meeting contract and FY 1985 DBE goals, some additional clarification and information is needed regarding control of the work and the portion of the work for which the DBE, Marmolejo Contractors, Inc., is responsible.

The joint venture agreement in "(9)" states that Marmolejo will be directly responsible for performing, managing, and supervising a portion of the work equal to 10% of the contract. This appears to be confirmed in the joint venture application as responsible Marmolejo personnel are identified for these matters. However, certain terms and conditions of the agreement seem to limit these responsibilities:

In "(7)" each party has a voice in the management of the joint venture equal to its percentage of participation.

In "(8)" authority to act for and bind the parties may be delegated by majority vote to any of the parties.

In "(15)" the parties shall prior to sale or distribution of equipment or assets, mutually agree upon the valuation or method of distribution.

In "(16)" the managing party will determine the suitability for the work of plant and equipment furnished by each party.

We recognize that an overall management responsibility for joint venture activities is necessary and that Kiewit as the lead contractor should properly have that responsibility, but we believe clarification of these terms and conditions is needed to assure that Marmolejo retains the necessary control of its assigned work.

The joint venture agreement and application do not reveal the portion of the work for which Marmolejo is responsible. Your interoffice memo identifies seven items costing $905,982, or about 5% of the contract. The agreement indicates that during this 3½-year project Marmolejo is to be responsible for 10% of the contract, equaling the project DBE goal. We believe that if the remaining Marmolejo-performed work is to be counted toward the project goal and the FY 1985 goal, the remaining items of work and cost should now be identified as required by State specifications and your approved joint venture procedures.

We are supportive of the joint venture concept as providing additional opportunities for DBE's to become viable highway construction contractors, but we are concerned that the joint venture be carried out in a manner which conforms with Oregon DOT and FHWA requirements.

Your response including appropriate supporting information will be appreciated.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

9903

1-18-85

FINAL ORDER - CONTESTED CASE
Before H. S. Coulter
State Highway Engineer
Department of Transportation, Highway Division
of the State of Oregon

In the Matter of the Denial of Eligibility of Schooner Creek Boat Works as a Displaced Business	AH-92 Findings of Fact, Conclusions of Law, Order and Notice of Opportunity for Judicial Review

After notice and an opportunity for a hearing on the denial of eligibility of Schooner Boat Works as a displaced business, Campbell M. Gilmour, Appointed Hearings Officer, having considered the testimony, evidence, arguments, and exhibits, issued a Proposed Order in this case on November 30, 1984. The petitioner has filed no objections or exceptions to the Proposed Order. After having reviewed the transcript and record herein, I approve and adopt as the Final Order in this case the Proposed Order of November 30, 1984 which is attached hereto and hereby incorporated as the Final Findings of Fact and Conclusions of Law of the Highway Division.

Having adopted the Findings and Conclusions of the hearings officer, I hereby make the following:

ORDER

That the petitioner, Schooner Creek Boat Works, is a displaced business, and in accordance with 42 USC 4610(6) and 23 CFR 740.3(c), is eligible for relocation benefits.

DATED this 16 day of January, 1985.

H. S. Coulter
State Highway Engineer

NOTICE: You are entitled to judicial review of this Order. Judicial review may be obtained by filing a petition for review within 60 days from the service of this Order. Judicial review is pursuant to the provisions of ORS 183.480 to 183.595.

PROPOSED FINAL ORDER - CONTESTED CASE
Before Cam Gilmour
Hearings Officer for State Highway Engineer
Department of Transportation, Highway Division
of the State of Oregon

In the Matter of the Denial of Eligibility of Schooner Creek Boat Works, as a Displaced Business	AH-92 Proposed Findings of Fact and Conclusion of Law, Order, and Notice of Judicial Review

FINDINGS OF FACT

1. The Petitioner owns a business known as Schooner Creek Boat Works. The business operates on property leased from Mr. Mark E. Sprague (Petitioner's Exhibit A). The lease divides the property available to the Petitioner into an area for exclusive use by the Petitioner (Areas 1, 2, and 4 on Petitioner's Exhibit B) and into an area held in common with other lessees (area bounded in yellow including Area 6 on Petitioner's Exhibit B).

Area 1 is a metal building where retail and wholesale sales occur and where boat building and some of the boat repair takes place. Area 2 (east gravel area) is for boat storage and boat work done by the Petitioner (Petitioner's Exhibit A-3). All extra boats, cars, and short-term boat storage must occur in this area. Area 4 is to be used primarily for customer parking, not storage, according to the lease. Area 6 is a common facility available to the Petitioner for use as a boat lift.

2. The acquisition will directly remove approximately 50 percent of the common possession area now available to Petitioner as part of its lease. This area is used for boat maneuvering, boat parking, and car parking. Three boats and three cars are shown as occupying this area in Petitioner's Exhibit B. With the exception of one boat, the other boats and cars overlap with state-owned right-of-way.

3. Reestablishment of access to rear storage area (Area 2) will infringe on southern portion of Petitioner's exclusive parking area.

4. The railway boat lift now available to Petitioner for bringing boats in from water would be displaced by the acquisition.

5. Petitioner cannot be assured of water access or additional storage space (letter from Mark Sprague dated September 1, 1984 - Petitioner's Exhibit O).

6. Petitioners state that approximately six parking spaces would be lost along Marine Drive. State says this number is two or three because some of the parking overlaps with existing state-owned right-of-way.

ULTIMATE FINDINGS OF FACT

The Highway Division argues that the Petitioner is not a displaced person. The Highway Division's conclusion rests on three contentions: that the Petitioner can reestablish parking and maneuvering space on remaining property freed by the elimination of Marathon Marine; that the boat lift is used infrequently; and that expansion needs are

forcing Schooner Creek from its present location (transcript, p. 91). It is the position of the Highway Division that Schooner Creek Boat Works can continue to operate provided it stays with its current operation (transcript, p. 91).

The Petitioner argues that the loss of parking space, establishment of a new access to boat storage, loss of use of the railway boat lift, and loss of boat maneuvering space combine to prevent continued efficient operations at this location. As a result of these effects, the Petitioner, Mr. Peter Radabaugh, has testified that he will move whether found eligible for relocation benefits or not (transcript, p. 64).

CONCLUSIONS OF LAW

Evidence presented by the Highway Division does not substantiate its position that Schooner Creek Boat Works is not a displaced business. No evidence was presented by the Highway Division which shows the Petitioner will be guaranteed space from what remains of land leased to Marathon Marine. Testimony from Mr. Radabaugh, owner of the business, that he needs room for larger boats notwithstanding, the contention that Schooner Creek is moving because of its need to expand is not supported by the record; no evidence was presented supporting this position. Mr. Radabaugh testified that he could make do with his present location in the absence of acquisition (transcript, pages 60, 63, and 68).

The Petitioner produced evidence that Schooner Creek Boat Works would have insufficient room left to operate efficiently, would not

have additional storage space available, or continued water access (Petitioner's Exhibit O).

Based on this primary evidence, it is concluded that the combined effects of the acquisition on current operations require the Petitioner to move his business. Schooner Creek Boat Works is found to be a displaced business and in accordance with 42 USC 4610(6) and 23 CFR 740.3(c), is eligible for relocation benefits.

ORDER

Because of the above Findings of Fact and Conclusions of Law, it is hereby ordered that the Petitioner is eligible for relocation benefits and that these benefits are to be awarded.

DATED this 30th day of November, 1984.

Campbell M. Gilmour
Campbell M. Gilmour
Hearings Officer

NOTICE: You are entitled to judicial review of this Order. Judicial review may be obtained by filing a petition for review within 60 days from the service of the Final Order. Judicial review is pursuant to the provisions of ORS Chapter 183.

December 19, 1984

Kiewit Pacific Company
and Marmolejo Contractors, Inc., a JV
P. O. Box 1769
Vancouver, WA 98668

CON 5

#9903

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9903 for work on the Oregon Slough Bridge Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

elp
Enclosure

cc: The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S. W. Market Street
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Howard Harris
L. E. George

KIEWIT PACIFIC CO.
A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

October 17, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: OREGON SLOUGH BRIDGE

Gentlemen:

In our bid proposal for the Oregon Slough Bridge project of October 11, 1984, Kiewit Pacific Co.-Marmolejo Contractors, Inc., a Joint Venture, agreed to meet the assigned contract goals for DBE/WBE participation.

To meet the 10% required for DBE participation, Kiewit Pacific Co. has entered into an agreement to build this project with Marmolejo Contractors, Inc. on the basis of a 90% Kiewit Pacific Co., 10% Marmolejo Contractors, Inc. joint venture. This joint venture requires full participation by both parties in the management and control of the entire project. The dollar value of the contract under the control of our DBE partner is 10% of the $18,538,563 bid price, or $1,853,856.30.

To meet the 2% required for WBE participation, the Kiewit Pacific - Marmolejo joint venture will subcontract to United Steel, Inc. Item #98, Prestressing Steel, complete for $393,600. This amount exceeds the assigned goal of 2%.

Yours very truly,

KIEWIT PACIFIC CO. and
MARMOLEJO CONTRACTORS, INC.

Edward C. Lynch

Edward C. Lynch
President
Kiewit Pacific Co.

ECL/hms
pc: File

RECEIVED
OCT 17
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KIEWIT PACIFIC CO.
AND
MARMOLEJO CONTRACTORS, INC.
P.O. Box 1769
Vancouver, WA 98668

November 9, 1984

Department of Transportation
121 Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN
Commission Services

RE: OREGON SLOUGH BRIDGE
OSHD Contract No. 9903
Oregon Slough Job No. 80-1
Transmittal of Contracts
Serial Letter No. V-8

Pursuant to your letter of November 6, 1984, please find enclosed two (2) copies of the Contract No. 9903 for work on the Oregon Slough Bridge.

Both copies have been signed by the Corporate Secretary for Marmolejo Contractors, Inc. (Contract and Performance Bond), and we have attached to each Article V of the By-Laws of Kiewit Pacific Co.

Reference is made to the Certification of Worker's Compensation Coverage. If you will examine our original Certificate of Insurance (mailed with the Contracts previously), you will see that Workers' Compensation Insurance has been purchased for the joint venture, and should be more than adequately covered.

Should you have any further problems with either the insurance or Contracts, please communicate.

Les Parker
LES PARKER
District Business Manager

LP/mkh

enclosures: 2

cc: File

RECEIVED
NOV 13 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#9903

8:00 Originally Mr. Parker told
Jean that a special
policy was being purchased
to cover the bond
venture. Jean suggested that
a guarantee contract
be filed in compliance
to Legion Arms (see
page 5 of standard
Bond) with Parker
signed to which and Said
he would call Mike Kelly
in Omaha. Which he did
and Mike evidentally
call Aetna Casualty St Louis and
asked them to initial
the guarantee contract
which they evidentally
12-13-84 now did Mike Kelly called me back.

Saved notes

#9903

said had talked to Aaron and Mr Stewart and they were being charged at called Mr Howard He called me back and said "from the States standpoint he doesn't feel that the state is being ~~[illegible]~~ in jeopardy by letting time continue to these people. He called Jenkins (Astro casualty) and she (Leslie) had just typed up a Guarantee ~~[illegible]~~ with 3 names (Peter Kiewit & Sons and Intermountain) Fran talked too and asked that it be changed to just Kiewit & Sons) Mountaineer. Induced Leslie and said change. Call him back Mon Dec. 17 — Dec 18- Talked with Mr. Stewart. He had received the guaranteed contract as said coverage is provided for both 8-5713 and proven to the so ahead and Contract.

Saw notes

KIEWIT PACIFIC CO.
AND
MARMOLEJO CONTRACTORS, INC.
P.O. Box 1769
Vancouver, WA 98668

November 27, 1984

Oregon State Department
of Transportation
121 Transportation Building
Salem, OR 97310

ATTENTION: ROBERT W. GORMSEN
Commission Services

As per your letter of November 15, 1984, we are returning two (2) "Certification of Worker's Compensation Coverage" forms completed by the joint venture and signed by the officer of the managing partner.

KIEWIT PACIFIC CO. and
MARMOLEJO CONTRACTORS, INC.

L. M. (Les) Parker
Business Manager

LMP/hms
Enc.

cc: File

11/28/84 called L. Parker
+ he will call Ins. Co.
to get them to fax a
guarantee contract for JV
name-

RECEIVED
NOV 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9703

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 11, 1984

In Reply Refer To
File No.: 606-1923

OM MRE OE PPM CE
TOS ME
US DEC 27 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

FONTAINE HAGEDORN
Delta Park Project Manager
Bureau of Parks & Public Recreation
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204-1976

Subject: Jantzen Beach-Delta Park Intch. Project
Delta Park Access

I have reviewed both your October 16 and December 4, 1984 letters expressing concern about access to East Delta Park with the Project Development Engineer. The design concepts you have proposed for ramp connections both appear geometrically feasible. Before ODOT would do any design engineering, a formal request including traffic projections, and proposed funding for modifications to the ramps and adjacent surface streets needs to be submitted.

The proposed connection at the north end of the park was eliminated during the development of our Jantzen Beach-Delta Park Interchange project based partially on City of Portland input and being consistent with the Arterial Streets Classification Policy. Your proposed revisions to our project plans should be reviewed by the Bureau of Traffic and Bureau of Transportation Engineering and then formally submitted by the City Highway Coordinator, Richard O. Schmidt, to Ed Hardt, Metro Region Engineer. We would then start engineering based on the justification submitted.

Donald E. Fantz
DONALD E. FANTZ
Project Coordinator

DEF:po

Versteeg
Anderson
Adams
Macnab
Edwards
Teeple
Trout
Wakerlig

RECEIVED
JAN 2 1985
ROAD DESIGN SECTION

I Duane

Do Not File
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Bring Up
Action

cc: J. D. McClure

CC - D.C. Christensen } info only
Tom Edwards

734 1850

626-1923

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
CHARLES JORDAN
COMMISSIONER

BUREAU OF PARKS
AND PUBLIC
RECREATION
WILLIAM V. OWENS
SUPERINTENDENT

1120 S.W. FIFTH AVENUE
ROOM 502
PORTLAND, OR 97204-1976
(503) 796-5193

October 16, 1984

Noted By Don Fantz

Don Fantz
Oregon State Highways
9002 S. E. McLoughlin Blvd.
Milwaukie, OR 97222

Dear Don:

Thank you (and please thank Jim McClure for us) for meeting with Don Coville, Jim Walsh and me today to discuss the planned I-5 improvements adjacent to East Delta Park.

As we indicated, we are looking into the feasibility of developing extensive commercial recreation facilities in East Delta Park. These facilities could be expected to draw large numbers of cars off I-5.

Our important concern we expressed was the inadequacy of the present configuration of the northbound I-5 exit onto N. Victory Blvd. This exit is already conjested and at times backs up onto the freeway. The rapid development of the Hayden Meadows shopping center and business park puts increasing pressure on this exit. And while this exit may not serve as the primary exit for "Sea World" traffic, it will undoubtedly serve as an alternate exit.

We would ask that improvement of this N. Victory Blvd. exit be included into your present project. If your improvements immediately north are to work well, this exit must be improved.

We would tentatively suggest looking at increasing the number of waiting lanes at N. Victory Blvd. to at least three and perhaps four to facilitate turns and to increase the stacking area. One continuous free right lane may benefit motorists headed to the Hayden Meadows area. Due to large peak seasonal loads created by PIR, the Expo Center, etc., it is not unreasonable to consider two left turn lanes as well as two right turn lanes.

Thanks again for your help.

Sincerely,

Fontaine

Fontaine Hagedorn
Delta Park Project Manager

FH/vc
cc: Don Coville
Jim Walsh

OM MRE OE PPM CE
TOS ME
US OCT 19 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Jim

Should we tell Park Bureau to get Concurrance from Bureaus that are designated highway contacts - for input. (Traffic & Streets This design may not be compatable with the ASCP to retain connection local road

and tell them we can't fund all that is drawn.

DZ

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC SAFETY
CHARLES JORDAN
COMMISSIONER

BUREAU OF PARKS
AND PUBLIC
RECREATION
WILLIAM V. OWENS
SUPERINTENDENT

1120 S.W. FIFTH AVENUE
ROOM 502
PORTLAND, OR 97204-1976
(503) 796-5193

OM MRE OE PPM CE
TOS ME
US DEC 5 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

December 4, 1984

Don Fantz
Oregon Dept. of Transportation
9002 S. E. McLoughlin Blvd.
Milwaukie, OR 97222

Dear Don:

We are concerned about the designs for improvements to the I-5/ Marine Drive/Union Avenue interchange as they affect accessibility to the northwest corner of East Delta Park. ODOT's latest sketches appear to cut off our existing direct access from I-5 northbound onto Union Court and thence immediately into the park. After our discussions with you and Jim McClure and after an internal analysis of several other permutations, we conclude that we cannot support any option that would cut off direct access, require exit onto Union Avenue, or complicate our existing access pattern.

Our consultants on the Delta Park development project, Jim Walsh and Wayne Stewart, have suggested an option which retains our exit onto Union Court while allowing other traffic to exit onto Union Avenue. A sketch of this option is attached. We would recommend that this option or a similar one be pursued.

Sincerely,

Fontaine Hagedorn
Delta Park Project Manager

FH/vc
Enclosure

I-5 (NORTHBOUND)

UNION AV EXIT RAMP

EAST DELTA PARK

MARINE DRIVE

PARK ACCESS

UNION COURT

UNION AVENUE

UNION / MARINE DRIVE ENTRANCE
DELTA PARK (EAST)

N

WPS NOV '84

9903

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and Original Contractor or Reputed Contractor as required by Oregon Lien Laws.

TO: Oregon State Highway Dept.
(Public Agency)
121 Transportation Bldg
Salem, OR 97310

Date: DEC -4 1984

SX06582

#9903

TO: Kiewit-Marmolejo Contractors
(Contractor)
P.O. Box 1769
Vancouver, WA 98668

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish RZ10 New SSp Singles/Doubles
C12A & B New Heavy Steel Sheet Pile Corners

equipment or materials for a total estimated price of $110,000.00
One hundred ten thousand dollars

For the building, structure, or other work of improvement located at:
Oregon Slough
Jantzen Beach - Pacific Hwy
Portland, OR

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

Kiewit-Marmolejo Contractors
P.O. Box 1769
Vancouver, WA 98668

By: A. M. Roberts
L. B. FOSTER COMPANY

no resp rec.

RECEIVED
DEC 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
H. S. COULTER

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

RECEIVED
DEC 5 '84
REFER TO
FOR
Info | Initial | A/D | D/R | O/R | Sig | File

In Reply Refer to
File No.:
HEARINGS

CERTIFIED MAIL

December 3, 1984

Schooner Creek Boat Works
1441 N. Marine Drive
Portland, OR 97217

ATTN: Peter Radabaugh, Owner

RE: In the Matter of the Denial of
Eligibility As A Displaced Business

Dear Mr. Radabaugh:

Enclosed is the proposed order, including findings of fact and conclusions of law, in the above entitled administrative proceeding. Under the current procedures of the Highway Division, it is the State Highway Engineer who reviews the record and proposed order in contested cases and issues a final order. You have 20 days from the day upon which you receive this proposed order to file any exceptions and arguments in regards to the proposed order. These should be addressed to the State Highway Engineer:

H. S. Coulter, State Highway Engineer
102 Transportation Building
Salem, OR 97310

If exceptions or arguments regarding the proposed order are received within 20 days, the State Highway Engineer will review the record and consider the exceptions before issuing a final order. If no exceptions or arguments are filed, then the State Highway Engineer, after the 20 day period, will issue a final order deciding the case. At that point, if you are not satisfied with the results of the final order, you may appeal to the Court of Appeals.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour
Hearings Officer
Oregon State Highway Division

CMG:lm
Enclosure
bc: H. S. Coulter w/attach
E. S. Hunter w/attach
J. B. Boyd w/attach
Dale Hormann w/attach

YES: Jantzen Beach-Delta Park Interchange (I-5) Mult. Co.
File # 4A469

Form 734-3122

PROPOSED FINAL ORDER - CONTESTED CASE
Before Cam Gilmour
Hearings Officer for State Highway Engineer
Department of Transportation, Highway Division
of the State of Oregon

In the Matter of the Denial of Eligibility of Schooner Creek Boat Works, as a Displaced Business	) AH-92) Proposed Findings of Fact and) Conclusion of Law, Order, and) Notice of Judicial Review

FINDINGS OF FACT

1. The Petitioner owns a business known as Schooner Creek Boat Works. The business operates on property leased from Mr. Mark E. Sprague (Petitioner's Exhibit A). The lease divides the property available to the Petitioner into an area for exclusive use by the Petitioner (Areas 1, 2, and 4 on Petitioner's Exhibit B) and into an area held in common with other lessees (area bounded in yellow including Area 6 on Petitioner's Exhibit B).

Area 1 is a metal building where retail and wholesale sales occur and where boat building and some of the boat repair takes place. Area 2 (east gravel area) is for boat storage and boat work done by the Petitioner (Petitioner's Exhibit A-3). All extra boats, cars, and short-term boat storage must occur in this area. Area 4 is to be used primarily for customer parking, not storage, according to the lease. Area 6 is a common facility available to the Petitioner for use as a boat lift.

2. The acquisition will directly remove approximately 50 percent of the common possession area now available to Petitioner as part of its lease. This area is used for boat maneuvering, boat parking, and car parking. Three boats and three cars are shown as occupying this area in Petitioner's Exhibit B. With the exception of one boat, the other boats and cars overlap with state-owned right-of-way.

3. Reestablishment of access to rear storage area (Area 2) will infringe on southern portion of Petitioner's exclusive parking area.

4. The railway boat lift now available to Petitioner for bringing boats in from water would be displaced by the acquisition.

5. Petitioner cannot be assured of water access or additional storage space (letter from Mark Sprague dated September 1, 1984 - Petitioner's Exhibit O).

6. Petitioners state that approximately six parking spaces would be lost along Marine Drive. State says this number is two or three because some of the parking overlaps with existing state-owned right-of-way.

ULTIMATE FINDINGS OF FACT

The Highway Division argues that the Petitioner is not a displaced person. The Highway Division's conclusion rests on three contentions: that the Petitioner can reestablish parking and maneuvering space on remaining property freed by the elimination of Marathon Marine; that the boat lift is used infrequently; and that expansion needs are

forcing Schooner Creek from its present location (transcript, p. 91). It is the position of the Highway Division that Schooner Creek Boat Works can continue to operate provided it stays with its current operation (transcript, p. 91).

The Petitioner argues that the loss of parking space, establishment of a new access to boat storage, loss of use of the railway boat lift, and loss of boat maneuvering space combine to prevent continued efficient operations at this location. As a result of these effects, the Petitioner, Mr. Peter Radabaugh, has testified that he will move whether found eligible for relocation benefits or not (transcript, p. 64).

CONCLUSIONS OF LAW

Evidence presented by the Highway Division does not substantiate its position that Schooner Creek Boat Works is not a displaced business. No evidence was presented by the Highway Division which shows the Petitioner will be guaranteed space from what remains of land leased to Marathon Marine. Testimony from Mr. Radabaugh, owner of the business, that he needs room for larger boats notwithstanding, the contention that Schooner Creek is moving because of its need to expand is not supported by the record; no evidence was presented supporting this position. Mr. Radabaugh testified that he could make do with his present location in the absence of acquisition (transcript, pages 60, 63, and 68).

The Petitioner produced evidence that Schooner Creek Boat Works would have insufficient room left to operate efficiently, would not

have additional storage space available, or continued water access (Petitioner's Exhibit O).

Based on this primary evidence, it is concluded that the combined effects of the acquisition on current operations require the Petitioner to move his business. Schooner Creek Boat Works is found to be a displaced business and in accordance with 42 USC 4610(6) and 23 CFR 740.3(c), is eligible for relocation benefits.

ORDER

Because of the above Findings of Fact and Conclusions of Law, it is hereby ordered that the Petitioner is eligible for relocation benefits and that these benefits are to be awarded.

DATED this 30th day of November, 1984.

Campbell M. Gilmour
Campbell M. Gilmour
Hearings Officer

NOTICE: You are entitled to judicial review of this Order. Judicial review may be obtained by filing a petition for review within 60 days from the service of the Final Order. Judicial review is pursuant to the provisions of ORS Chapter 183.

Con 21-2
5.E
5A

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN THE MATTER OF DENIAL
OF RELOCATION BENEFITS TO
SCHOONER CREEK BOAT WORKS

IN REPLY REFER TO
FILE NO.:

Campbell Gilmore, Manager, Oregon State Highway Division, Environmental Section, is hereby appointed to preside over the contested case hearing relating to the denial of relocation eligibility benefits to Schooner Creek Boat Works. Mr. Campbell, as appointed hearing officer, will conduct the contested case hearing and issue proposed findings of fact, conclusions of law and order for this contested case hearing.

DATED this 4th day of September, 1984.

for H. S. Coulter
State Highway Engineer

Orig to Legal
9/5/84

731-0146

November 15, 1984

Mr. Les Parker
District Business Manager
Kiewit Pacific Co.
and Marmolejo Contractors, Inc. A JV
P. O. Box 1769
Vancouver, WA 98668

CON 5
#9903

Dear Mr. Parker:

On November 13, 1984, we received two copies of Contract No. 9903 for work on the Oregon Slough Bridge Section of Pacific Highway in Multnomah County.

We noted in your letter and on your insurance certificate that Worker's Compensation Coverage is provided jointly for this particular project. However, pursuant to a requirement mentioned on page 53 of the "Standard Specification for Highway Construction" (copy attached), we are enclosing the "Certification of Worker's Compensation Coverage" form to be signed by each contractor or a joint signing. If the worker's compensation is a joint coverage, only one form needs to be completed with the joint venture name shown on the certificate. We have removed the forms from the contract to save on postage.

Please return the forms to: 121 Transportation Building, Salem, OR 97310 so we may continue to process the contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

KIEWIT PACIFIC CO.
AND
MARMOLEJO CONTRACTORS, INC.
P.O. Box 1769
Vancouver, WA 98668

November 9, 1984

Department of Transportation
121 Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN
Commission Services

RE: OREGON SLOUGH BRIDGE
OSHD Contract No. 9903
Oregon Slough Job No. 80-1
Transmittal of Contracts
Serial Letter No. V-8

Pursuant to your letter of November 6, 1984, please find enclosed two (2) copies of the Contract No. 9903 for work on the Oregon Slough Bridge.

Both copies have been signed by the Corporate Secretary for Marmolejo Contractors, Inc. (Contract and Performance Bond), and we have attached to each Article V of the By-Laws of Kiewit Pacific Co.

Reference is made to the Certification of Worker's Compensation Coverage. If you will examine our original Certificate of Insurance (mailed with the Contracts previously), you will see that Workers' Compensation Insurance has been purchased for the joint venture, and should be more than adequately covered.

Should you have any further problems with either the insurance or Contracts, please communicate.

Les Parker
LES PARKER
District Business Manager

LP/mkh

enclosures: 2

cc: File

RECEIVED
NOV 1 2 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED COPY OF SECTIONS 6, 7, AND 8
OF ARTICLE V OF BY-LAWS OF
KIEWIT PACIFIC CO.

"OFFICERS - THE PRESIDENT - Section 6. The president shall be the chief executive officer of the corporation, shall preside at all meetings of the stockholders and the board of directors, shall have general and active management of the business of the corporation and shall see that all orders and resolutions of the board of directors are carried into effect.

"Section 7. He shall execute bonds, mortgages and other contracts requiring a seal, under the seal of the corporation, except where required or permitted by law to be otherwise signed and executed and except where the signing and execution thereof shall be expressly delegated by the board of directors to some other officer or agent of the corporation.

"THE VICE PRESIDENTS (IF ANY) - Section 8. In the absence of the president or in the event of his inability or refusal to act, the vice-president (or in the event there be more than one vice-president, the vice-presidents in the order designated by the directors, or in the absence of any designation, then in the order of their election) shall perform the duties of the president, and when so acting, shall have all the powers of and be subject to all the restrictions upon the president. The vice-presidents shall perform such other duties and have such other powers as the board of directors may from time to time prescribe."

* * * * * *

I, R. C. Hurst, Secretary of KIEWIT PACIFIC CO., a corporation organized under the laws of the State of Delaware, do hereby certify that the foregoing is a full, true, and correct copy of Sections 6, 7, and 8 of Article V of the By-Laws of said corporation.

I further certify that RICHARD GEARY is a duly elected, qualified, and acting Vice President of KIEWIT PACIFIC CO.

IN WITNESS WHEREOF, I have hereunto subscribed my name and have affixed the corporate seal of the corporation this 3rd day of November, 1983.

R. C. Hurst

R. C. Hurst, Secretary
KIEWIT PACIFIC CO.

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9-9-2

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 11, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 11 on the following projects:

1. Oregon Slough Bridge
   Pacific Hwy. Multnomah Co.
   Grading, Paving & Structure
   A separated two-way bicycle/pedestrian path will be constructed on this project.

2. SW Jean Road - SW Madrona Street (Lake Oswego)
   Lower Boones Ferry Road, Clackamas County
   Grading, Paving, Signing & Signals
   A twelve-foot raised median, twelve-foot interior lanes and fourteen foot curb lanes with an eight-foot sidewalk on the southerly side for bicycle/pedestrian traffic.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

81-125-1307

NOTICE TO OWNER, ORIGINAL CONTRACTOR AND LENDER OF MATERIALS TO BE SUPPLIED OR WORK OR SERVICES TO BE PERFORMED

TO: State Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

(Construction Lender's Name and Address)

State Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310
(Owner's Name & Address)

Kiewit Pacific Company
P. O. Box 1777
Vancouver, WA 98668
(Original Contractor's Name & Address)

#

NO Mech. Lien (for)

The undersigned notifies you that he has supplied or will supply materials or has performed work or services or will supply work or services as follows:

VSL CORPORATION, 1077 Dell Avenue, Campbell, CA 95008

Post-Tensioning Materials and Equipment
(General Description of Materials, Work or Services)

for improvement of real property identified as:

Oregon Slough Bridge, Intersection of 15 & Pacific Highway, Portland, Oregon

$268,500.00
(Anticipated Total Value)

under contract with United Steel, Inc.

12900 N. E. 18th Street, Vancouver, WA 98664
(General Contractor or Subcontractor)

This is not a notice that the undersigned has not been or does not expect to be paid, but a notice required by law that the undersigned may, at a future date, claim a lien as provided by law against the property if the undersigned is not paid.

Date: November 8, 1984

Job #453-0184

(Signature) Asst. Division Controller (Title)

From,
VSL CORPORATION
1077 Dell Avenue
Campbell, CA 95008
(408) 866-5000

866-5000
(Phone Number)

CERTIFIED
P 363 774 345
MAIL

RECEIVED
NOV 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On September 6, 1984, approved Supplement No. 3 with The Balzhiser Group covering selection of art for the Springfield (Gateway) Office Building in Lane County. Total cost of supplement not to exceed $1,000. (Approved by W. E. Schwartz for State Highway Engineer.)

2) On September 25, 1984, established a temporary 45 MPH speed zone on Oregon Slough Bridge Section of the Pacific Highway No. 1 (I-5), M.P. 307.10 to M.P. 307.98, in the City of Portland, Multnomah County. (Temporary speed zone for duration of Contract No. 9903 or until signs are removed.)

3) On October 4, 1984, temporarily amended "Through Highways and Stop Signs Resolution No. 14" covering the Baker-Copperfield Highway No. 12 at the intersections of the Sparta Road and New Bridge Road in Baker County. (Due to slide, traffic was detoured over county roads around the closure from Highway 12, Sparta Road to New Bridge Road, in Richland, until repairs are made.) Amendment will remain in effect until highway is reopened and detour is no longer in use. (See H. S. Coulter's letter on file under "Through Highways and Stop Signs File No. 14h".)

4) On October 9, 1984, established a 35 MPH speed zone on the Oregon Coast Highway north of Waldport (Alsea Bay Bridge) 0.06 mile north of Bayshore Drive (M.P. 154.74) to 0.44 mile north of Alsea Highway No. 27 (M.P. 155.46) in Lincoln County. Rescinds "Speed Zone Order No. 909" dated August 12, 1984. ("Speed Zone Order No. 911")

5) On October 9, 1984, approved and signed Supplemental Agreement No. 1 with Chronic and Associates granting a time extension by 63 days for preliminary engineering work on the John Day Highway Bridges of the John Day Highway, Baker and Malheur Counties. All work to be done under the contract will be within 213 calendar days.

6) On October 9, 1984, approved an agreement with Wallowa County for the issuance of oversize/overweight vehicle permits for travel over County roads.

7) On October 11, 1984, approved an intergovernmental service agreement with Central Oregon Community College to conduct a workshop on October 18, 1984, relating to arc and oxygen-acetylene welding at a cost of $482.

8) On October 16, 1984, approved an intergovernmental service agreement with Treaty Oak Community College in The Dalles for a workshop relating to arc and oxygen-acetylene welding on October 16, 1984, at a cost of $424.

9) On October 19, 1984, declared an emergency and waived the prequalification requirements for contracts for the construction of public improvements on the State highway system that are required pursuant to OAR 734-10-005 as they relate to the contract for two temporary bridges over the Powder River in Baker County in connection with the Hole in the Wall Slide.

10) On October 19, 1984, approved a Memorandum of Understanding with the Telefax Communication Systems concerning a facsimile transmission machine installed in Room 102, East Salem Highway Building, Salem.

11) On October 22, 1984, approved and signed Supplemental Agreement No. 1 with Swan Wooster Engineering, Inc., covering the preliminary engineering work on the Woodburn Area Bridges in Clackamas and Marion Counties. Supplement covers a time extension to November 8, 1984.

12) On October 26, 1984, approved and signed Supplemental Agreement No. 1 with OBEC Consulting Engineers to increase the amount by $4,286.30 due to extra work performed on the Coquille River Bridge in Coos County. (Approved by E. S. Hunter for State Highway Engineer.)

13) On November 1, 1984, approved and signed Supplemental Agreement No. 1 with Daniel, Mann, Johnson & Mendenhall/Phillips-Reister-Haley Inc., covering the O.B. Riley-Brosterhous Road Project on The Dalles-California Highway in Deschutes County. Supplement extends time to November 9, 1984. All work shall be done within 210 calendar days. (Approved by E. S. Hunter for State Highway Engineer.)

14) On November 1, 1984, approved a site use agreement between the Highway Division and the Aeronautics Division covering property at the John Day State Airport in Grant County for a microwave repeater station. (Approved and signed by E. S. Hunter for State Highway Engineer.)

Dated this 5th day of November, 1984

E. S. Hunter

for H. S. Coulter, State Highway Engineer

11-6-84

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-2

TO: H. S. Coulter
State Highway Engineer

DATE: September 21, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Construction Speed Zoning
Oregon Slough Bridge Section
Pacific Highway No. 1 (Interstate 5)
M.P. 307.10 to M.P. 307.98

In a letter dated August 31, 1984, Allan C. Harwood, Metro Region Operations Engineer, requested establishment of a 45 mph regulatory speed zone for the Oregon Slough Bridge reconstruction project on Pacific Highway No. 1 (Interstate 5) in the City of Portland and Multnomah County.

This section of freeway will be under construction until late summer 1988. During this period, there will be areas where conditions are such that an enforceable speed zone will better provide for safe movement of traffic through the project.

In consideration of this request, we recommend that the following speed zoning be established on Pacific Highway No. 1 (Interstate 5) for the duration of the contract or until the signs are removed:

45 mph from 0.20 mile north of the northbound junction of Pacific Highwy West No. 1W (M.P. 307.10) to 0.08 mile north of the Swift Highway No. 120 junction (M.P. 307.59) (Portland north city limits). 2/

45 mph from 0.08 mile north of the Swift Highway No. 120 junction (M.P. 307.59) (Portland north city limits) to the south end of the Interstate Bridge (M.P. 307.98). 3/

2/ In the City of Portland, SSCB jurisdiction.

3/ OTC jurisdiction.

orig Gormsen
cy George
file
9-25

By authority delegated by the State Speed Control Board to act in its behalf, the Secretary has approved the 45 mph speed zoning for the portion of the freeway within the City of Portland.

If you concur with the recommended speed zoning, please approve and forward a copy of this letter to R. W. Gormsen for his records. Also, please return an approved copy to this office.

L. E. George
Traffic Engineer

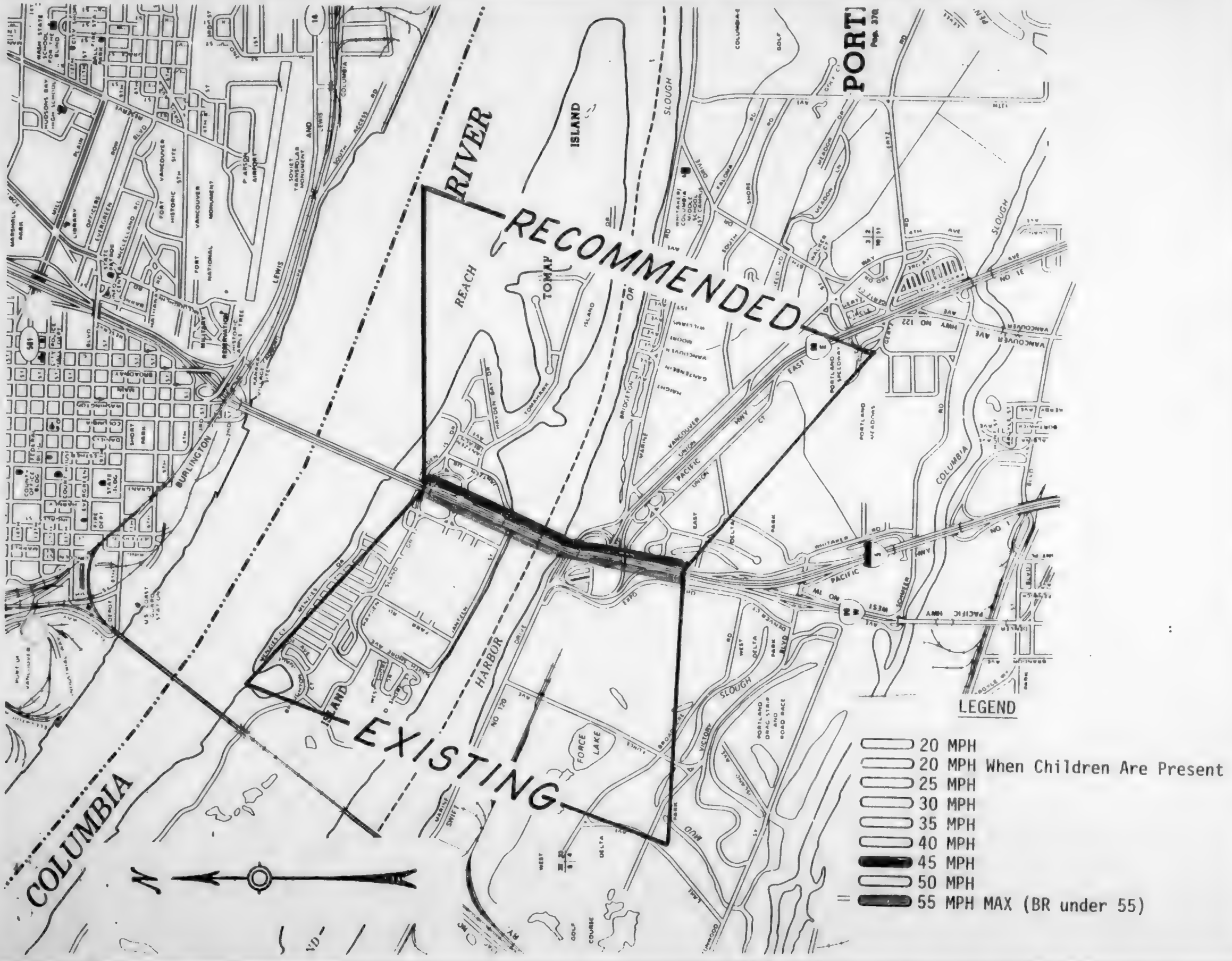
APPROVED
STATE HIGHWAY ENGINEER
DATE: 9/25/84

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | Comply

HH:ds
Attachment

81-125-1387

cc: R. W. Gormsen


RECOMMENDED
EXISTING
COLUMBIA RIVER
TOMAH ISLAND REACH
HARBOR
SLOUGH
PORT
ISLAND
FORCE LAKE
LEGEND
20 MPH
20 MPH When Children Are Present
25 MPH
30 MPH
35 MPH
40 MPH
45 MPH
50 MPH
55 MPH MAX (BR under 55)

RECEIVED
STATE HWY ENGR
NOV 1 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 30, 1984

James L. Doane
Chief Engineer
Bureau of Water Works
City of Portland
1120 SW Fifth Ave.
Portland, OR 97204-1926

16" Water Main Installation
Oregon Slough Bridge Section
Pacific Highway (I-5)
Multnomah County
Project No. I-5-6(116)307

NOTED
E. E. HUNTER

Dear Mr. Doane:

The Oregon State Highway Division, at the request of the Bureau of Water Works, City of Portland (Bureau), has agreed to include the installation of a new 16-inch water main on the Oregon Slough structure as part of the Oregon Slough Bridge Section highway construction project. The proposed installation is shown on the attached copies of Plan Sheets 39720 and 39721, as prepared by the Bureau.

The proposed 16-inch water main to be installed is a new facility, not a replacement and will occupy State highway right of way. The cost of installation, therefore, is the responsibility of the Bureau.

The Bureau did request and receive the Highway Division's approval for having the 16-inch water main installation work included as part of the Oregon Slough Bridge Section highway construction project. Specifications for the water main installation were provided by the Bureau and have been included as Pages 45-53 of the project's Special Provisions. A copy of the specifications are attached.

The Oregon Slough Bridge Section was let to bid on October 11, 1984 and has been awarded to the low bidder, Kiewit Pacific Co. and Marmolego Constactors, Inc., a joint venture, PO Box 1769; Vancouver, WAshington 98668. The lump sum bid for Item 044, 16-inch water main was $120,000.

The Oregon State Attorney General's office has set forth an opinion based on statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your new 16-inch water main, in this case) must be deposited with the agency administering the highway construction contract in advance of the actual construction. The Oregon State Highway Division will be administering

the contract for this project, therefore, the Bureau of Water Works is requested to forward to the Oregon State Highway Division, a check in the amount of $120,000 to cover the lump sum cost of the 16-inch water main installation. The check should be made out to the Oregon State Highway Division and sent to me at Room 5; Transportation Building; Salem, OR 97310. Your timely submission of the required deposit will be greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/vlw
Attach.

bc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
W. F. Cobine
Howard Harris
R. L. Fleming
Jan Peterson

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
16526

September 27, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
SEP 28 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: ORIGINAL SI
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Oregon Slough Bridge
Jantzen Beach-Delta Park Interchange Section
Pacific Highway (I-5)
Multnomah County
BR 16526

We have reviewed concerns raised in your letter of July 16, 1984 for the subject structure and have the following comments.

Channel scouring during construction can best be controlled by requiring the contractor to monitor the streambed and to take precautionary measures to control the scour with the use of riprap. Riprap required to protect cofferdams and other temporary structures and new piers until such riprap placement as required by the contract plans is complete shall be at the contractor's expense. Placement of scour protection riprap as ordered by the Engineer to protect the existing piers against scour will be paid for by the State until such time as traffic is removed from the existing structure.

The quantity of riprap placed during construction will not be limited to 2 feet thick and 85 feet wide at each new pier but to that quantity the Engineer determines necessary. During the high water period of March 1 through July 31, the number of cofferdams in place will be limited to two.

The proposed structure encroaches upon the regulatory floodway as established by FEMA less than the existing structure because the

proposed structure is the same length and has fewer piers and less pier area obstructing the flow. FEMA and local agencies have been contacted and have indicated that no permits are required.

JGB:jrb

cc: E. S. Hunter
Gary Potter
E. L. Hardt
A. C. Harwood

7902

I-5

August 29, 1984

DES 16

E. J. Blodgett, P.E.
District Traffic Engineer
Washington Department of Transportation
P.O. Box 1709
Vancouver, Washington 98668-1709

Oregon Slough Bridge, Unit I
Pacific Highway (I-5)
Multnomah County

Attached per your request, are copies of Traffic Control Plans and Special Provisions for the subject project. The time restrictions for lane closures are located in Section 104.05 of the Special Provisions and on attached Traffic Control Plan sheets. Restrictions have been highlighted for you convenience.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

Enc.

cc: E. S. Hunter

DRA:AA:mg
bc: Andy Anderson mc

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Waterlig

RECEIVED
AUG 29 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

Office of District Administrator • 4200 Main Street, P.O. Box 1709 • Vancouver, Washington 98668-1709

August 27, 1984

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Oregon Department of Transportation
Highway Division Transportation Bldg.
Salem, OR 97310

Dear Mr. Hunter:

You noted in your August 2, 1984, letter that the bid opening for the replacement of the Oregon Slough Bridge and accompanying work would be in October of 1984. It appears that construction may start later this year or early next, and will continue for some time. Since the temporary traffic control plans are likely to affect traffic in Washington we would like to receive courtesy copies of approved traffic control plans, even if the signs themselves are not placed in Washington. Also, what are the restrictions on hours of work with regard to lane closures specified in the Contract Plans?

Sincerely,

E. W. FERGUSON, P. E.
District Administrator

By: E. J. BLODGETT, P. E.
District Traffic Engineer

EWF:gc
EJB

Anderson
Copy of plans & specs
w/ Time restrictions hi lited. on both.
Done 8/29/84 Rdy

1 Versteeg ✓
2 Anderson A.
Adams
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SC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(116)307

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40265

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 7 '84
REFER TO
Potter
FOR

IEB	Invest	R/W	D/E	Sites	Acq	File

7. DATE AUTHORIZATION EFFECTIVE: 8-29-84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Oregon Slough Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structures and Channilization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-27-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 8-27-84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $26,544,009 Federal Funds $24,478,883.

A signed copy of the Title sheet is returned herewith.

The above authorization is subject to the condition that PS&E documents are revised to reflect the specific areas of R/W File 51901 encumbered by leasees and the time periods each of the lease areas will not be available for use by the contractor. The revision will require FHWA approval.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/29/84	D. K. Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

Office of District Administrator • 4200 Main Street, P.O. Box 1709 • Vancouver, Washington 98668-1709

August 27, 1984

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Oregon Department of Transportation
Highway Division Transportation Bldg.
Salem, OR 97310

Dear Mr. Hunter:

You noted in your August 2, 1984, letter that the bid opening for the replacement of the Oregon Slough Bridge and accompanying work would be in October of 1984. It appears that construction may start later this year or early next, and will continue for some time. Since the temporary traffic control plans are likely to affect traffic in Washington we would like to receive courtesy copies of approved traffic control plans, even if the signs themselves are not placed in Washington. Also, what are the restrictions on hours of work with regard to lane closures specified in the Contract Plans?

Sincerely,

E. W. FERGUSON, P. E.
District Administrator

By: E. J. BLODGETT, P. E.
District Traffic Engineer

EWF:gc
EJB

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 28 '84
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5 F

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

Office of District Administrator • 4200 Main Street, P.O. Box 1709 • Vancouver, Washington 98668

August 17, 1984

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Hunter:

Reference your letter of August 2, 1984, wherein you requested permission for placement of advance construction warning signs along Interstate 5 within the State of Washington. These signs are required to warn of the construction for the replacement of the Oregon Slough bridges and other abuting work. Permission is granted to place these signs as requested. It is our understanding that all signing work will be done essentially in conformance with the Manual on Uniform Traffic Control Devices.

Very truly yours,

E. W. FERGUSON, P. E.
District Administrator

By: E. J. BLODGETT, P. E.
District Traffic Engineer

EWF:gc
EJB

cc: Jerry Barsness

NOTED
E. S. HUNTER
8-24-84

cc Vopsteeg
Hart
Hardt
Fredrickson
Schwartz
Schroeder
Boyd
George
Macnab

RECEIVED
STATE HWY ENGR
AUG 23 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

August 2, 1984

Edward Blodgett
District Traffic Engineer
Washington Department of Transportation
P. O. Box 1709
Vancouver, [illegible]

DES 16

Oregon Slough Bridge, Unit 1
Pacific Highway
Multnomah County

We are presently preparing contract plans for the replacement of the Oregon Slough Bridges and accompanying grading work on the abutting freeway interchange to the south. The project begins approximately 3,000 feet south of the Oregon-Washington border on the Interstate 5 Freeway. The bid opening is scheduled for October 11, 1984.

As discussed recently with your staff, it will be necessary to install advance construction warning signs within the State of Washington. Signs will be placed on both sides of southbound I-5, facing incoming traffic to Oregon. The signs will consist of:

> "ROAD CONSTRUCTION AHEAD" signs with 120 volt amber flashers located approximately 50 feet north of the north end of the Interstate Bridge throughout the life of the contract.
>
> Also, "CONSTRUCTION SPEED 40" signs placed approximately 600 feet south of the "ROAD CONSTRUCTION AHEAD" signs throughout the life of the contract.
>
> Also, "RIGHT/LEFT LANE CLOSED AHEAD" signs and accompanying Pavement Width Transition signs on 400-foot spacing, as needed, when construction work requires lane closures on the north end of the project.

Enclosed is a copy of Article 107.21 "Responsibility for Damage Claims" from our Standard Specifications for Highway Construction. We will extend the "hold harmless clause" by adding the following to the Special Provisions for the subject project:

> ...The following is hereby added to the Special Provisions:

> "Subsection 107.21 - Responsibility for Damage Claims. In connection with the work to be performed in the State of Washington under this contract, it shall be understood that the 'indemnification and save harmless' requirements of Subsection 107.21 of the Standard Specifications extends to the State of Washington, the Washington State Transportation Commission, the Washington State Secretary of Transportation and officers and employees of the State of Washington..."

We request authority to install construction signs within the State of Washington for this project.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc M. S. Coulter
W. E. Schwartz (enc.)
R. L. Schroeder "
J. H. Versteeg "
J. B. Boyd "
C. O. Fredrickson "
L. E. George "
Ed Hardt "
Steve Macnab "
Andy Anderson "

ARA:bn/ESH:ja

107.20 Forest Protection - In carrying out work within or adjacent to State or National Forests, the Contractor shall comply with all regulations of the State Fire Marshal, Conservation Commission, Forestry Department, or other authority having jurisdiction, governing the protection of forests and the carrying out of work within forests, and shall observe all sanitary laws and regulations with respect to the performance of work in forest areas. He shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks and other structures in accordance with the requirements of the Forest Supervisor.

The Contractor shall take all reasonable precaution to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of Forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires and to make every possible effort to notify a Forest official at the earliest possible moment of the location and extent of any fire seen by them.

107.21 Responsibility for Damage Claims - The Contractor shall indemnify and save harmless the Commission, the Department of Transportation and the Division, their officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or property on account of the operations of said Contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said Contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said Contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or

any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

The Contractor shall carry as a minimum personal injury and property damage insurance in the amounts of $100,000 per person for personal injury, $50,000 for property damage and $300,000 total for all claims arising out of a single accident or occurrence. When said insurance policy contains an aggregate limit, the Contractor shall provide an additional $1,000,000 excess insurance coverage. The Contractor shall include the State of Oregon by and through its Department of Transportation, its officers, agents and employees, and the Oregon Transportation Commission as named insured on insurance policies issued for this project, or shall furnish an additional insured endorsement naming the same as additional insured to the Contractor's existing public liability and property damage insurance.

Before the contract is executed the Contractor shall furnish to the Department a certificate of insurance for the limits set out above which is to be in force and applicable to the project.

The insurance coverage shall not be amended, altered, modified or cancelled insofar as the coverage contemplated herein is concerned without at least 30 days' notice mailed by registered mail to the Engineer.

107.22 Contractor's Responsibility for Utility Property and Services - At points where the Contractor's operations are adjacent to properties of railway, telegraph, telephone and power companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, work shall not be commenced until all arrangements necessary for the protection thereof have been made.

The Contractor shall cooperate with the owners of any utility lines or facilities in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted.

In the event of interruption to water or utility services as a result of accidental breakage or as a result of being exposed or unsupported, the Contractor shall promptly notify the proper authority and shall cooperate with the said authority in the restoration of service. If water or sewage

7-2-3

I-5 N

ROAD DESIGN-HIGHWAY DES 16

Frank E. Terpin
Location Engineer

July 18, 1984

original signed by Art. B.
Stephen H. Macnab, P.E.
Specifications Engineer

Authority For Survey
Jantzen Beach-Delta Park Interchange Section

The Authority For Survey for the Oregon Slough Bridge project was included in the Jantzen Beach-Delta Park Interchange Section Authority For Survey dated July 23, 1979. At that time, the estimate of cost for Specifications was $4,000.

Now that the project is being prepared for bid on October 11, 1984, it is estimated that Specifications will require $12,000 to complete the contract documents, due to the size and complexity of the structures work involved with both optional and alternate design features included. One Specifications writer will be preparing the roadwork portion of the project and one will be preparing the structures portion for this $35 million project.

Please update the Specifications estimate of cost on the Authority For Survey for the Oregon Slough Bridge project to $12,000.

SHM:TB:mg

Attachment (1979 Authority For Survey)

bc: Steve Macnab
mg

Form 2-20 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. _____

AUTHORITY FOR SURVEY

Section JANTZEN BEACH - DELTA PARK INTERCHANGE

Date July 23, 1979

Highway I-5 Pacific Highway

Authorization No. 7

County Multnomah

Survey Prefix 626-1923 (Assigned by Salem office)

Description of termini, route, length, etc.:

M.P. 307.98 to M.P. 306.70 Length 1.28 miles

Proposed:

Widen Oregon Slough Bridge and revise interchange for additional lanes.

Purpose of Survey:

Perform field work, prepare plans, specifications, and estimates to bring the existing facility up to interstate standards

		Estimate of Cost
Field Survey	(901)	158,000
Citizen Participation	(902)	15,000
City of County	(903)	
Consultant	(904)	97,000
Final Design	(905)	70,000
Bridge Design	(906)	300,000
Preliminary Design	(907)	65,000
R/W Description	(909)	1,000
Soils & Geology	(910)	10,700
Traffic	(911)	35,000
Landscape	(912)	10,000
Liaison R/W	(913)	5,000
Utility	(914)	5,200
Photogrammetry	(916)	28,500
Location Studies	(918)	3,500
Engr. Graphics	(919)	500
Office Engineer	(920)	200
Specifications	(921)	4,000
Environmental	(923)	27,000
Air Quality Monitoring	(925)	1,000
Foundation Exploration	(926)	7,500
Seminars	(950)	2,500
Hearings	(980)	5,000
Equal Opportunity	(985)	
Advisory Committees	(986)	60
	(922)	3,400
	(924)	10,600

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey	$ 868,660
Previous authorization	538,100
Additional authorization requested	330,560
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

K. D. LIMBOCKER, Metro Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Frank E. Perbix
Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 16, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
H.S. COULTER

Dear Mr. Coulter:

Oregon Project I-5-6(59)309
Oregon Slough Bridge
Jantzen Beach - Delta Park Interchange Section

Your proposal of June 27 appears to answer our questions involving piling for the substructure of the Oregon Slough structure namely:

Pier 1 & 8, 9 & 10 - Alternate 70 ton displacement piles
Piers 2, 3, 6 & 7 - 150 Tons HP14x89#
Piers 4 & 5 - 200 Tons HP14x117#

We are still having some difficulty with your solution to the hydraulic problems during construction. Apparently you feel that a 2 foot thick class 100 riprap placed 85 feet wide at each new river pier will protect both old and new structure footings from scour during the construction.

We submit that if the channel is obstructed significantly (10 - 15%) by construction riprap protection will not resolve the scour problem. If you still feel that by carefully monitoring the stream scour and you place monitoring requirements in the construction contract we will accept your proposal.

cm
Bateman

RECEIVED
STATE HWY ENGR
JUL 18 '84
REFER TO Hunter
FOR
Info | Instl | R/D | D/R | Estn | Tel | File

Your letter did not address the regulatory floodway encroachments established by FEMA (see our next to last paragraph in our 5/31/84 letter).

Please give us your comments on this item so we can clear the project.

Sincerely yours,

For Dale E. Wiken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
16526

June 27, 1984

RECEIVED
STATE HWY ENGR
JUN 29 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Oregon Slough Bridge
Jantzen Beach-Delta Park Interchange Section
Pacific Highway (I-5)
Multnomah County
BR 16526

We have reviewed concerns raised in your letter dated May 31, 1984 for the subject structure and have the following comments:

Displacement piling is used for Pier 1 construction with a design load of 70 tons. The plans would give the contractor a choice of using either prestressed concrete or cast-in-place concrete piles.

Our study indicates that steel HP14x89 piles driven to 150 tons at Piers 2, 3, 6 and 7, and HP14x117 piles driven to 200 tons at Piers 4 and 5 would be the most economical. These pilings would minimize the number of piles and thus the size of footings and seals. This will result in less stream obstruction during construction and minimize the scour problem.

Pier 8 will consist of displacement piles similar to Pier 1. The existing structure has about 30 footings on the south bank north of the dike, all founded on piling.

The portion of the existing structure on the south bank to the south of the dike that traverses Marine Drive is founded on continuous spread footings. Piers 9 and 10 for the new structure at this location will consist of displacement piles similar to Piers 1 and 8. Our study indicates that the depth of load influence for the existing structure extends approximately 35 feet below the footings. This depth of influence for the new spread footing increases to 90 feet (allowing the same soil bearing capacity as the existing footings) causing a greater settlement of the footing. Our decision to pile support these footings is justified.

At Pier 8, the excavation is limited to within the sheet piles. The sheet piles will be left in place after the footings are completed and backfilled with concrete. Pier 9 will consist of an inverted sand filter, filter cloth and membrane waterproofing. The details are presently being reviewed by the Drainage District and the Corps of Engineers.

The channel scouring at the existing footings and around cofferdams for the new structure is of a very complex nature. Much of this depends on the contractor's work schedule for the construction of the river piers. Rather than restrict the contractor's flexibility of construction, we would require that the contractor monitor and report the channel bottom and take all precautionary measurements to control the scour with the use of riprap.

The top of pier footings are at or near the channel bottom. If the footings are not protected with riprap, the scouring due to pier obstruction would expose the footings to channel flow. This would greatly increase the scour depth. A 2-foot thick Class 100 riprap placed 85 feet wide at each river pier is necessary to protect the footing from exposure due to scour. After the new structure has replaced the existing structure, the water flow in the channel will be greatly improved thus minimizing the erosion and scouring of the channel bed.

JGB:KAK:jrb

cc: E. S. Hunter
Gary Potter
E. L. Hardt
A. C. Harwood

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 31, 1984
IN REPLY REFER TO
HBR-OR

RECEIVED
STATE HWY ENGR
MAY 31 '84
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-5-6(59)
Oregon Slough Bridge #16526
Jantzen Beach-Delta Park Interchange Section
Pacific Highway I-5, Multnomah County

Below are our comments on the Foundation Report dated January 24, 1984 by Jack Davis and hydraulic Memorandum to the File dated October 27, 1980 by Gene Finley. The information was submitted January 25 and forwarded to our Regional Office for their review. We assume this completes the preliminary plan submittal. We have included both of our comments below.

Foundation Recommendations

1. Abutment 1

We concur with the recommended use of displacement piles. Selection of prestressed concrete or CIP should be based on an economic comparison.

2. Piers 2 through 7

The foundation report provides several pile choices for support of piers 2-7, ranging from 70T design load prestressed concrete or CIP displacement "friction" piles (60 foot length) to end-bearing steel H-piles (110 foot length) of varying sizes with H-pile design loads ranging from 120T to 200T. The higher capacity H-piles would be driven into the dense Troutdale formation (cemented gravels).

NOTED
E.S. HUNTER
Hart 6-4-84
Als responded
cc me
JH
Plot 6/5

RECEIVED
TECHNICAL SERVICES
JUN 1 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The preliminary plans dated 9/81 show that CIP concrete friction piles are proposed for all piers. The foundation report date 1/84 recommends an economic comparison be made between the CIP and higher capacity steel H-piles. Has this economic comparison been made? Our rough cost analysis indicates that of the H-pile choices, the HP14x117 at 200T design load (similar to I-205 bridge) may be the most economical. Also, the HP14x117 piles would only require about 1/3 the number of piles under each footing versus the proposed CIP piles (because of 200T design load versus 70T design load), therefore the required footing and cofferdam sizes would be significantly less if the higher capacity steel H-piles were used.

Please furnish us with a total substructure cost comparison between the proposed 70T CIP piles and 200T HP14x117 piles.

3. Bents 8-10

Bents 4-8 of the old structure (bents 8-10 new structure) on the southerly stream bank area rest on spread footings founded at shallow depths below the ground surface. The following is stated on page 5 of the foundation report - "Due to the presence of soft clay layers in this area, soil analysis and computations for allowable footing loads show these footings to be in somewhat of a critical condition, although no structural problems have yet occurred to the existing bridge. However, the continued use of spread footings for other than minor construction in this area is not recommended".

We find this recommendation and reference to soil analysis and computations for allowable footing loads to be very interesting, in light of the fact that examination of the subsurface boring data reveals that no "undisturbed" samples of the clay layers were taken, therefore no data is available to allow making bearing capacity of settlement computations to provide a "rational" estimate of allowable footing loads.

The existing structure has been in place since 1956 and has not shown any foundation problems. We recommend that piers 8-10 of the new structure be supported on spread footings founded at the same elevations as footings under the existing structure, common sense obviously dictates that as long as the footings for the new structure are

sized so that the applied footing pressure is approximately the same as for the existing footings a spread footing design would be acceptable and have little effect on the river dike. Piling you propose would have further ramification on the dike integrity and must be designed to prevent pipeing and approved by the Corps of Engineers.

Hydraulic Considerations

1. The proposed series of large cofferdams located upstream from the existing structure will obstruct a significant portion of the channel and very likely will aggravate the scour problem which has been documented many times - inlcuding a 1971 report by Dr. Peter C. Klingeman of Oregon State University.

The only information received in your transmittal which appears to address this potential problem is the informal single loose sheet prepared by Gene Finley, January 12, 1984. This single sheet apparently is a summary of backwater computations and gives average velocities. This sheet, however, does not address scour with multiple cofferdams in the stream nor does any of the other ODOT material received discuss construction scour with multiple cofferdams in place. This situation could be critical and should be addressed in design and construction.

2. It appears that we have received only a portion of the hydraulics material developed by the State. The hydraulics memorandum of October 27, 1980 which was appended to the foundation report is minimal and states that "the only design consideration is the riprap protection necessary for the new pier footings". The report requests a 3 foot thick class 700 layer of loose riprap at the top of the footings. The foundation report sizes the riprap at class 100.

Comment: This riprap around the bridge piers appear to us to be an unnecessary add-on not needed for the integrity of the bridge foundation. In our estimation the pier scour is about 20 feet, the footing and seal elevation go to elevation -36. River piers will all be on piles with tip elevations from -45 to -177 (depending on pile type). A little sprinkle of riprap at the footing elevation would be lost during the first stream scour. Elimination of this work could save up to $150,000±.

3. Significant items which were not received with the assembly include evaluation: (a) of the potential scour problem during construction and how this will be controlled (b) of the effect of the new bridge on the existing Regulatory Floodway (so that FHWA can determine if project encroachments are consistent with standards established by the FEMA, State and local governmental agencies for the administration of the National Flood Insurance Program).

We would appreciate your addressing the above items and forwarding us your reply.

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

1705

I-5

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

June 20, 1984

J. H. Versteeg
Road Design Engineer

File 53925
Oregon Slough Bridge Section
Pacific Highway
Multnomah County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

GFSirlr
Attachments

9903

TRA 7-6

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: Don Adams
Final Design Engineer

DATE: June 6, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Oregon Slough Bridge Sec.
Traffic Signal Installation
West Marine Drive @ Union - Swift Interchange
Portland

This office has completed a capacity analysis of the proposed signal installation at the intersection of West Marine Drive and the southbound ramp terminals of the Union - Swift interchange. This intersection is being modified as part of the Oregon Slough Bridge widening project. The analysis indicates that to provide an adequate level of service for the intersection, the south-to-west (No. Bd. to W. Bd.) left turn movement will require two lanes instead of one, as now shown on the preliminary plans. (The ~~inside~~ outside lane should be an optional left-or right-turn lane). A 2-lane storage length of 290 ft. for this south approach is also recommended. If you have no objections we will revise the signal plans accordingly.

L. E. George
Traffic Engineer

DN:ps

1 Versteeg V
Anderson
V Adams A
Macnab
3 Edwards E
Terpin
Trout
Wakeley

RECEIVED
JUN 8 1984
ROAD DESIGN SECTION

Do Not File
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Action

Henri
OK as revised JA

81-125.1387

Contains Recycled Materials

ROAD DESIGN SECTION

DES 16

Bob Schalk, Design Supervisor
Metro Region

February 29, 1984

Donald R. Adams
Final Design Engineer

Request for Surplus Property Sale, File 7599
N. Marine Drive West of Oregon Slough Bridge

Reference is made to your January 19 letter concerning surplus property. The print of the detail map attached to your letter does not show the correct alignment in this area. There was an alignment revision made in September 1980.

Attached is a print of the detail map showing the revised alignment and limits of work area for the Oregon Slough Bridge and interchange revision project.

It is our recommendation that a determination of surplus property be made after the construction of the interchange revision. It is tentatively scheduled for contract in July 1987.

DRA:ja

Attachments

Ventzer
Anderson
Adams
Macnab
Edwards
Turpin
Trent
Wilmoth

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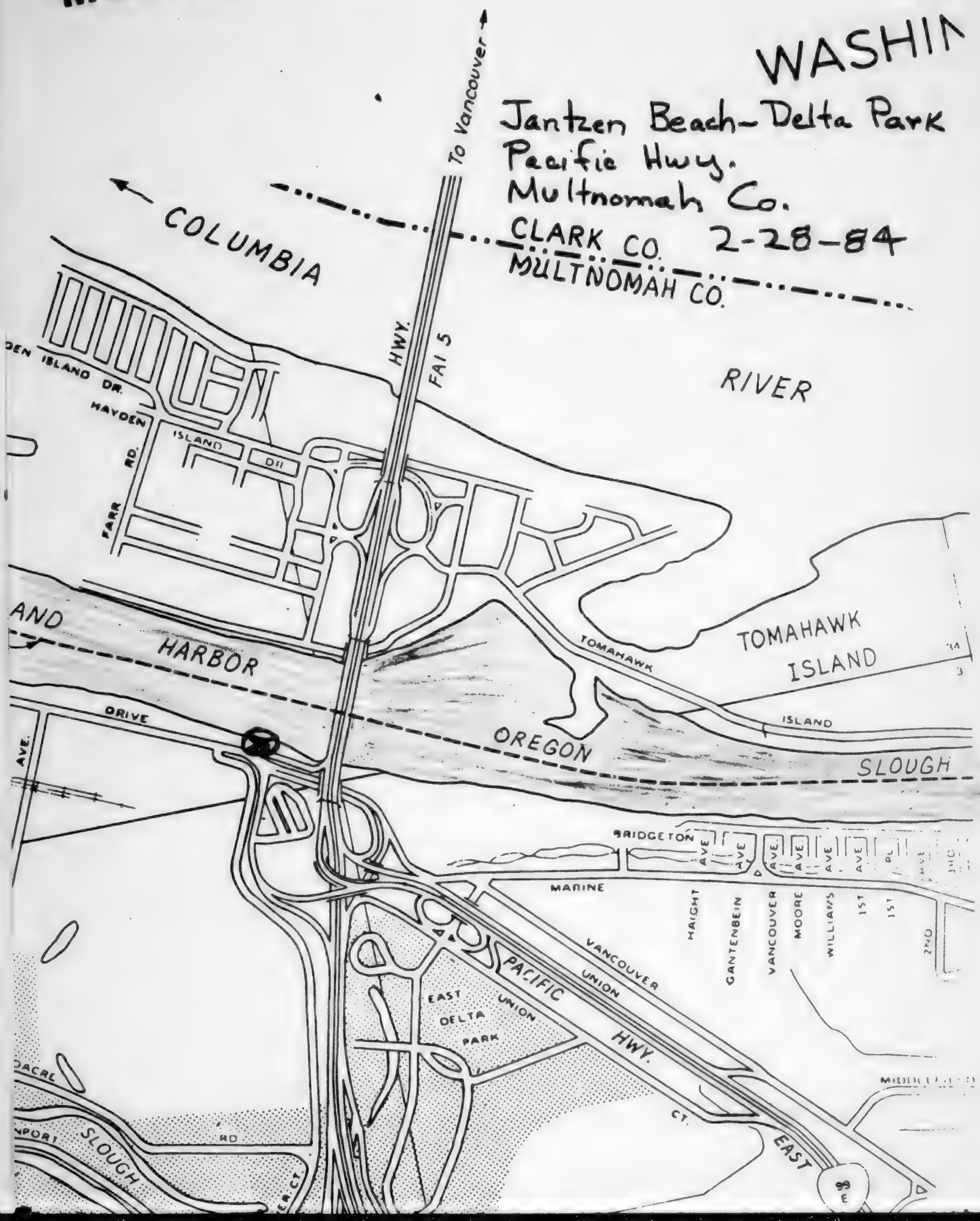
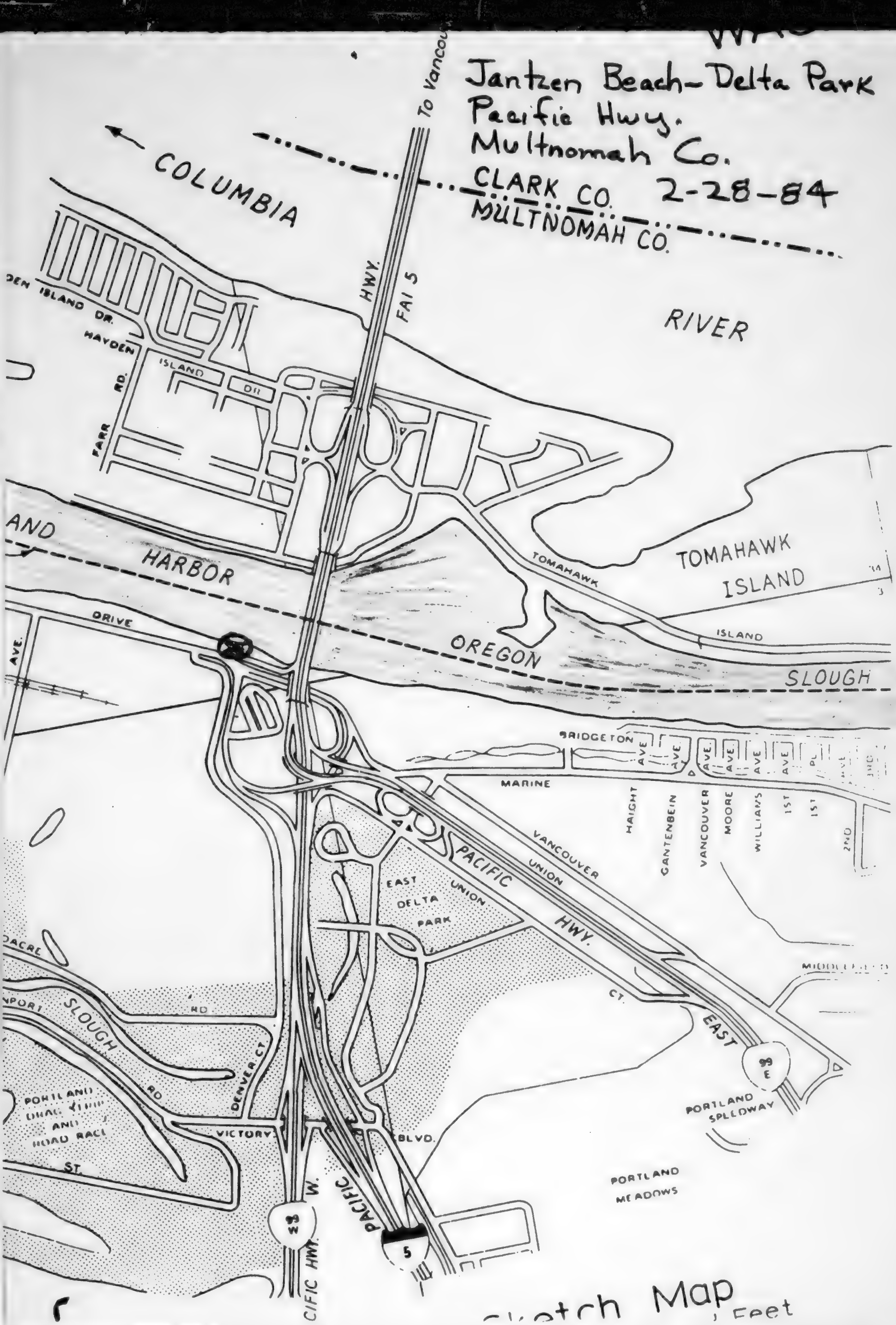
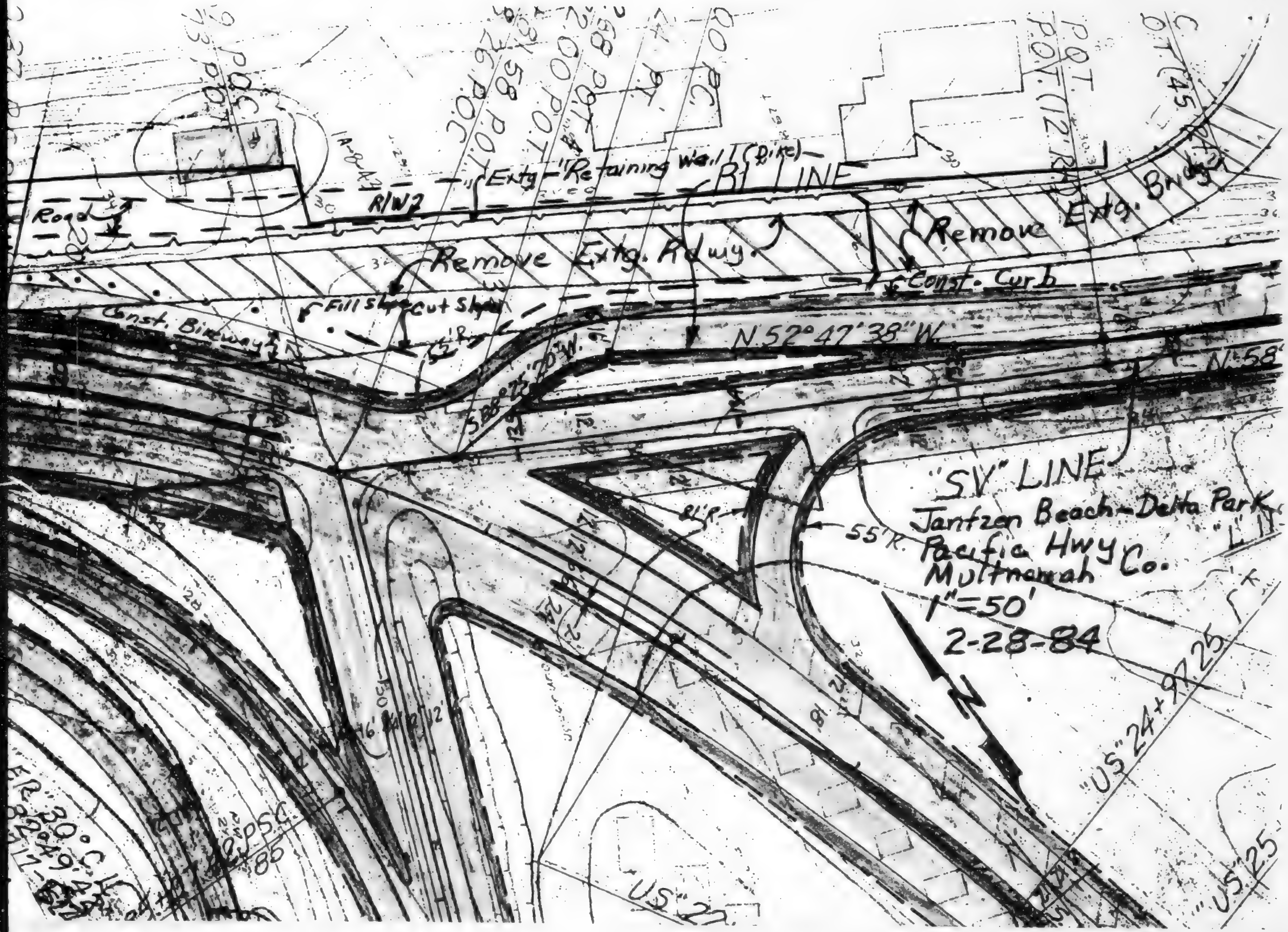
PACIFIC HIGH...
MULTNOMAH COUNTY

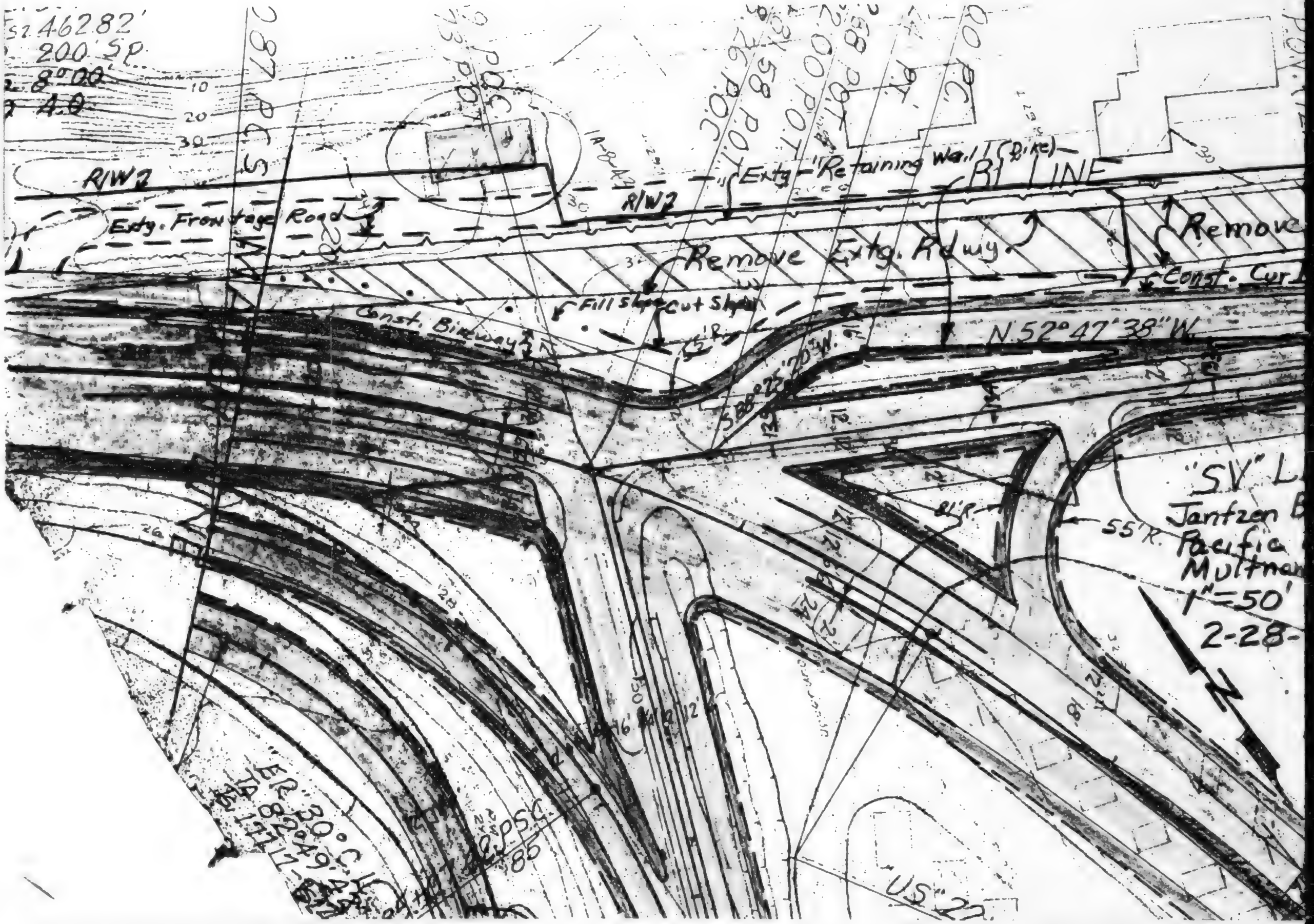


Jantzen Beach-Delta Park
Pacific Hwy.
Multnomah Co.
CLARK CO. 2-28-84
MULTNOMAH CO.



Sketch Map


Exist'g Retaining Wall (Dike)
R/W 2
R1 LINE
Remove Exist'g. Roadway
Remove Exist'g. Bridge
Const. Curb
Fill Slope
Cut Slope
Const. Bikeway
N 52° 47' 38" W
S 88° 23' 10" W
N 58°
"SV" LINE
Jantzen Beach - Delta Park
55' R. Pacific Hwy Co.
Multnomah
1" = 50'
2-28-84
"US" 24+97.25
"US" 25
"US" 23
"L1"
Q.T.
P.O.T. (12' R/W)
C.T. (45' R/W)


R/W 2
Exist. Frontage Road
Const. Bikeway
Remove
Fill Slope
Cut Slope
Exist. Retaining Wall (Bike)
BI LINE
Remove Exist. Rdwy
Const. Cur
N 52° 47' 38" W
"SV" L
Jantzen B
Pacific
Multnom
1"=50'
2-28-
55' R.
US "2
"ER" 30° C.L.
TD 82° 49' 4
PC 177.17
PSC
185

ROAD DESIGN SECTION

DES 16

E. L. Hardt
Metro Region Engineer

January 19, 1984

J. H. Versteeg
Road Design Engineer

Versteeg
Anderson
Adams
Macnab
Steudenmeyer
Turpin
Trent
Wolseley

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JAN 20 1984
ROAD DESIGN SECTION

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Return To
Bring Up ____/____/____
Action

East Delta Park
Delta Park Interchange
Pacific Highway (Interstate 5)

Jim McClure's letter of January 16, 1984, discusses the proposed commercial development of Delta Park by the city's Parks Division. He suggested that the East Delta Park interchange will need modification to better handle the traffic for this kind of use.

The opening of the Interstate 205 bridge brought some modest relief to the traffic-congested Interstate 5 Corridor. A slow build-up of traffic volumes over the next few years is anticipated. To provide better access to a commercial development at East Delta Park, and to give up the precious little relief we have gained is unrealistic.

We must protect the limited capacity of the Interstate 5 Corridor because it cannot be expanded until additional lanes are added to the Columbia River Bridge. We cannot be nice guys when we are giving up something that we cannot afford. I would discourage any redesign of the Delta Park Interchange that can increase traffic congestion and operation problems. We should avoid a level of service "F" as long as we can.

JHV:kkr

cc: L. E. George
Tom Edwards
Jim McClure
Tom Schwab

(Note: Copies of the Memo to File dated January 16, from James D. McClure, were attached to Tom Edwards and L. E. George's copies.)

626-1923

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: January 16, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: E. Delta Park
Delta Park Interchange
Pacific Hwy. (I-5)

On December 20, Don Fantz and I met with Fontaine Hagedorn, City of Portland Parks Bureau, and their consultant, Jim Walsh, Walsh and Associates. The purpose of the meeting was to discuss the City's future plans for developing East Delta Park to a higher density commercial-type usage. West Delta Park will be expanded to accommodate the public park-type usage that now occurs in East Delta Park.

The City is proposing to turn East Delta Park into commercial types of usage on a lease basis to provide an additional revenue base to maintain the city park system. The types of commercial uses discussed were:

- Sea world commercial park
- Marineland commercial park
- Restaurants
- Other concessionary types of use
- Expanded parking

The Delta Park Interchange potentially will need modifications to better handle the traffic demand for this type of commercial use. The current access to East Delta Park and Whittaker Avenue (Hayden Island development area and the Portland Meadows Racetrack access) will need redesign. The City's consultant will develop some conceptual designs for a new arterial street system for this area which may involve both the northbound off and on ramps at the interchange, in terms of redesign.

po

cc: E. L. Hardt
~~Hal~~ Versteeg
Don Adams
Tom Schwab
Don Fantz

Versteeg
Anderson
(Cy) Adams
Macnab
Stoudenmeyer
Terpin
Trent
Wakeelg

RECEIVED
JAN 17 1984
ROAD DESIGN SECTION

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Return To
Bring Up ____/____/____
Action

81-125-1387

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
Serial 001
3 January 1984

Mr. E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Bridge permit 12-83-13, approving your replacement highway bridge across Oregon Slough, at Portland, Oregon, is enclosed.

You should notify us when construction is started and then once a month until the project is completed. The monthly report should include a photocopy of the approved permit drawings. The drawings should be clearly marked to indicate work already completed and work that is scheduled for completion during the month following the report. Your forwarding letter should include information about any activities that potentially could affect waterway users. A final report is required when all work is completed. This report should include certification that the bridge was built according to the approved drawings.

If you decide to make any changes in the design shown in the approved drawings, you must have our approval before you begin bridge construction. In addition, you must have our approval for any falsework to be used for the project, including cofferdams, work trestles, and similar structures. Requests for falsework approval should include two sets of plans showing what is planned in sufficient detail to allow us to evaluate the potential impacts, if any, on waterway users. If you have any questions about your permit, please contact us.

Sincerely,

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encl: Bridge permit 12-83-13

NOTED
E. S. HUNTER
1-6-84
Orig - Hwy Dept

RECEIVED TECHNICAL SERVICES JAN 6 '84 REFER TO FOR

U.S. Department of Transportation
United States Coast Guard

BRIDGE PERMIT

DEC 2 1 1983

(12-83-13)

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS the Secretary of Transportation has delegated the authority of Section 502(b) of that act to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS before construction is commenced, the Commandant must approve the location and plans of any such bridge and may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted for approval the location and plans of a bridge to be constructed across Oregon Slough at Portland, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated July 1983 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. The construction of falsework, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than 90 days after the bridge has been opened to traffic.

RECEIVED TECHNICAL SERVICES
JUN 6 '84
REFER TO
FOR
File

DEC 2 1 1983

Continuation Sheet Bridge across Oregon Slough at Portland, Oregon

BRIDGE PERMIT
(12-83-13)

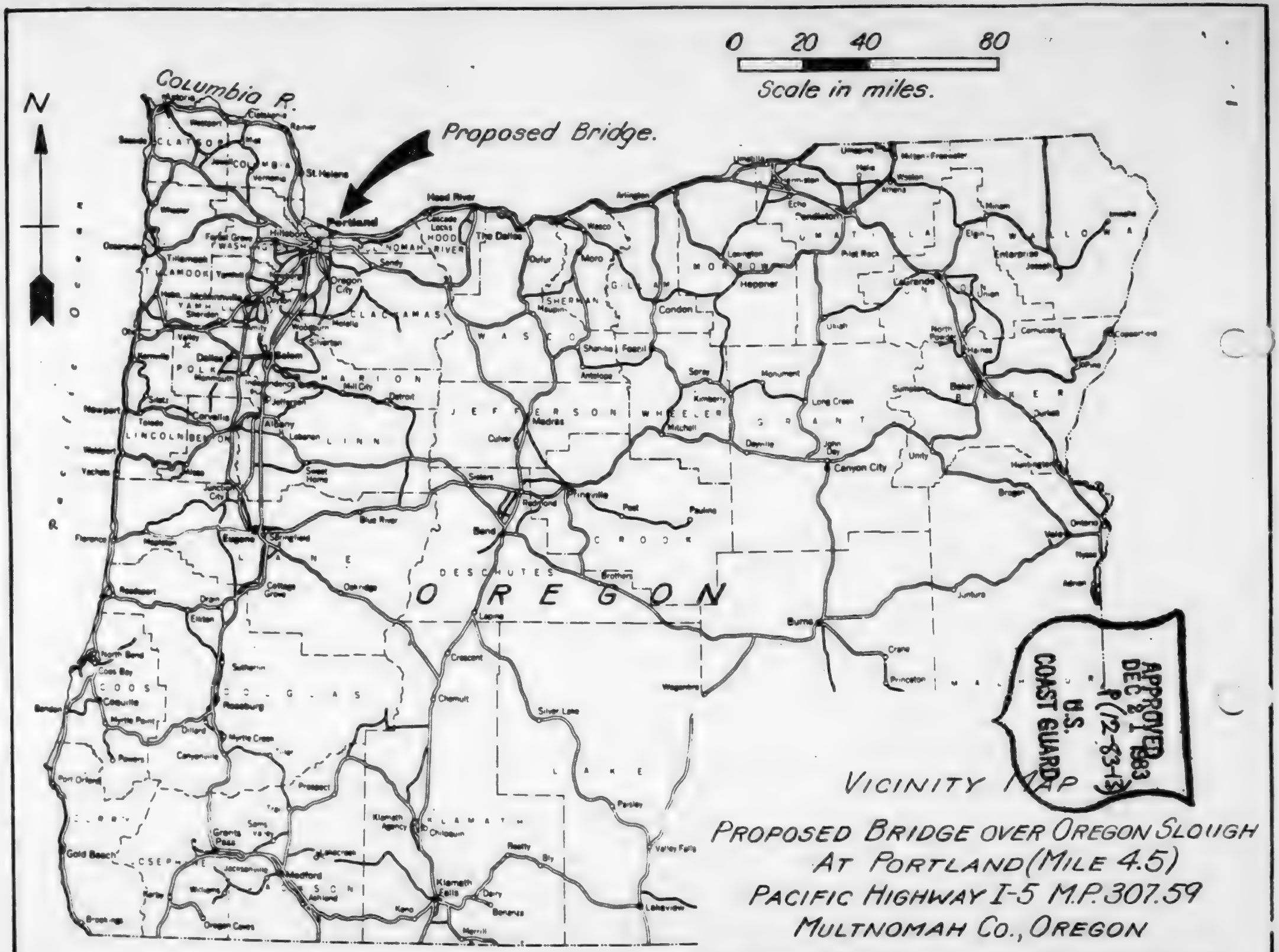
3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing, to be replaced, Interstate 5 (I-5) Bridge across Oregon Slough, mile 4.5, not utilized in the new bridge shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 4.5, will be allowed for such removal and clearance.

5. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety or to an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

6. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within three years and completed within seven years after the date of this permit.

J. M. SEABROOKE
Captain, U.S. Coast Guard
Chief, Bridge Administration Division
By direction of the Commandant

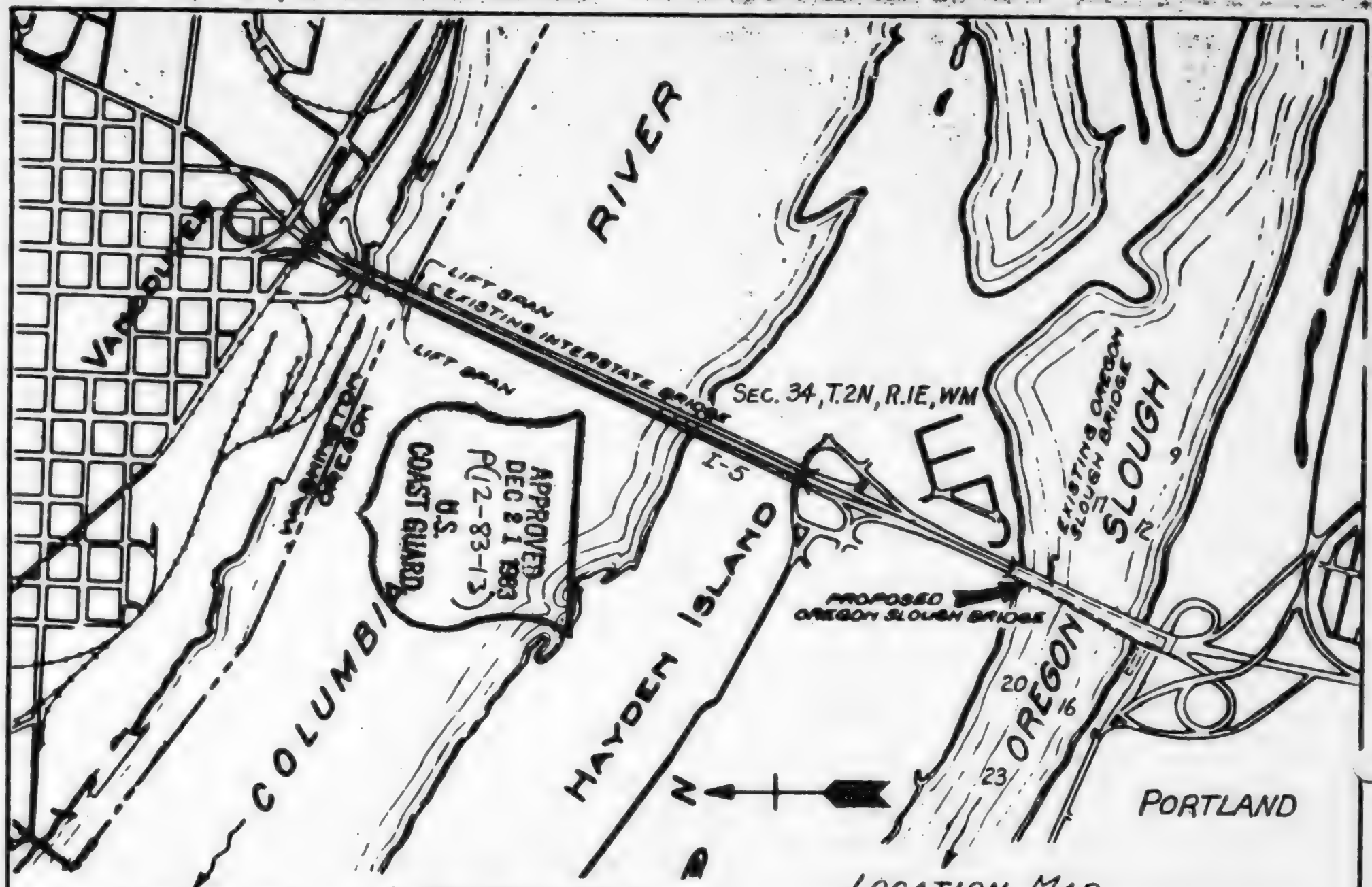


VICINITY MAP

PROPOSED BRIDGE OVER OREGON SLOUGH
AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

JULY, 1983 SHEET 1 of 3

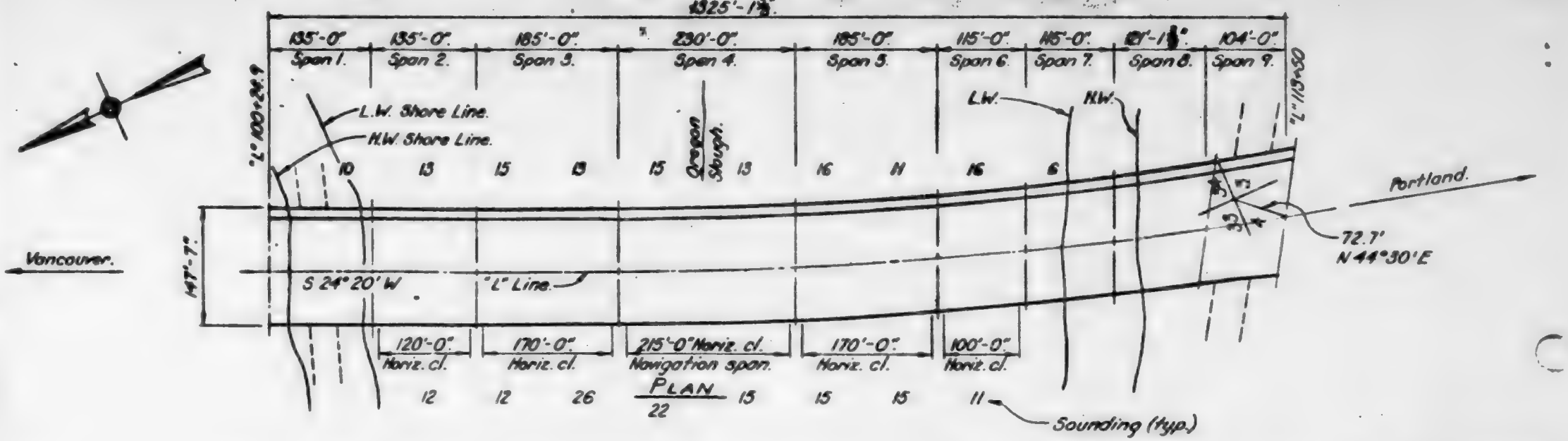


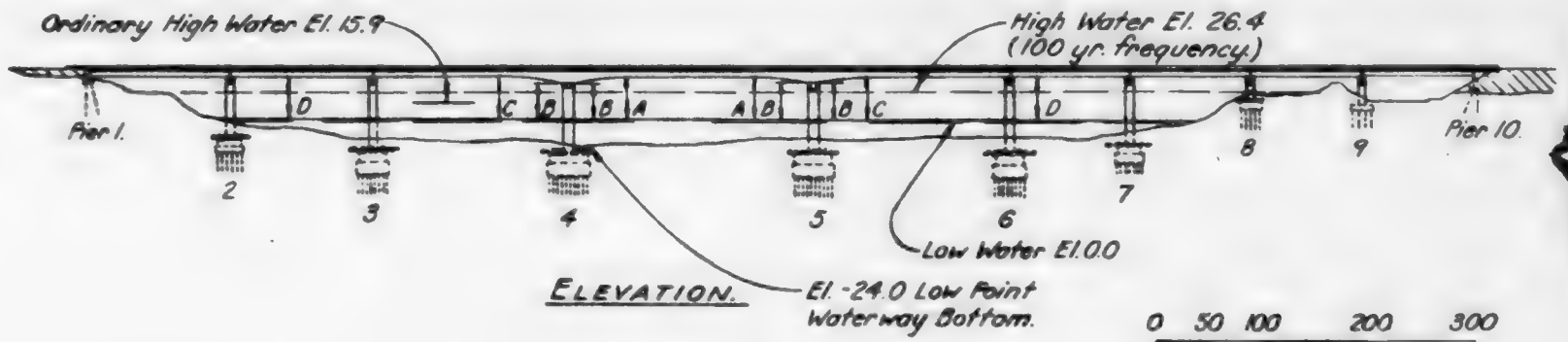
Soundings are in Ft. and refer to Columbia River Datum.
Miles above Mouth of Columbia River - 106.5

LOCATION MAP
SCALE IN FEET

LOCATION MAP
PROPOSED BRIDGE OVER OREGON SLOUGH
AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY, 1983. SHEET 2 of 3

Sec. 34, T.2N., R.1E. W.M.




Ordinary High Water El. 15.9
High Water El. 26.4 (100 yr. frequency)
Pier 1.
D C D B A A B B C D
2 3 4 5 6 7 8 9
Pier 10.
Low Water El. 0.0
El. -24.0 Low Point Waterway Bottom.

ELEVATION.

Note:
Soundings shown are in ft. and refer to Columbia River Datum.
Elevations shown refer to Columbia River Datum.

APPROVED
DEC 21 1983
P(12-83-13)
U.S.
COAST GUARD

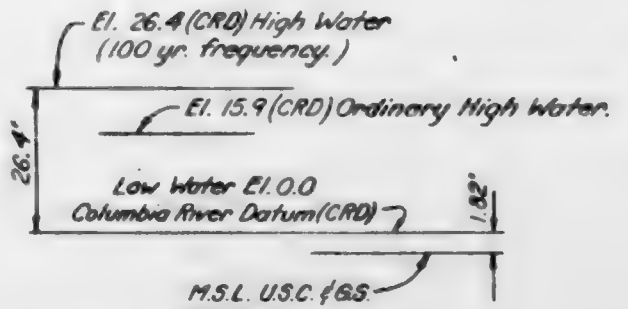
0 50 100 200 300
Scale in feet.

Note:
Vertical clearance is in feet from El. 0.0 Columbia River Datum.

SPAN	A	B	C	D
2	—	—	—	40'
3	—	35'	40'	—
4	40'	35'	—	—
5	—	35'	40'	—
6	—	—	—	40'

Note:
The design provides vertical clearance "A" throughout the mid 100 feet of Span 4.
Clearance "A" and "C" exists to within 60 feet of the least vertical clearance "B" which occurs near the piers.

	Below Ordinary High Water El. 15.9	Above Ordinary High Water El. 15.9
Excavation	41,000 c.y.	4,000 c.y.
Fill	—	—
Riprap	9,100 c.y.	900 c.y.
Concrete	14,000 c.y.	1,000 c.y.


El. 26.4 (CRD) High Water (100 yr. frequency.)
El. 15.9 (CRD) Ordinary High Water.
26.4'
Low Water El. 0.0 Columbia River Datum (CRD)
1.82'
M.S.L. U.S.C. & G.S. 1947 Adj.

PROPOSED BRIDGE OVER OREGON SLOUGH
AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY 1983 SHEET 3 OF 3

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(59)309

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-5-83

4. PROGRAM NO.:

5. ITEM NO.: I-402

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/5/83

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Jantzen Beach - Delta Park Interchange Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 11/29/83 and contingent upon modification of Project Agreement if additional funds are required, you are now authorized to proceed with the adjustment to Portland General Electric Company's power facilities relocation. Reimbursement on an actual cost basis estimated to be $56,025 Federal Funds $51,666 is approved.

I approve the Agreement with Portland General Electric Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY. ENGR
DEC 6 '83
REFER TO
Potter
FOR
Info | Insp | R/D | D/R | Sign | Act | File

Orig. to 12/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/5/83	G. K. Hoosman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 21.2

IV

November 29, 1983

RECEIVED
TECHNICAL SERVICES
DEC 5 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Electric Power Facilities Relocation
Portland General Electric Co.
Jantzen Beach-Delta Park Interchange Section
Pacific Highway
Multnomah County
Project No. I-5-6(59)309

Here is a copy of an estimate of cost to adjust Portland General Electric Company's facilities received November 3, 1983, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notificaiton of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $56,025.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
R. L. Fleming

CON 21.2
I 5-2
Sp

December 5, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Electric Power Facilities Relocation
Portland General Electric Company
Jantzen Beach-Delta Park Interchange Section
Pacific Highway
Multnomah County
Project No. I-5-6(59)309

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their electric power facilities in conflict with this project as of December 5, 1983 is requested. An estimate of cost has been received from PGE in the amount of $56,025. The estimate has been forwarded for your review and approval by separate letter dated November 29, 1983. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
December 5, 1983 is approved

for J. R. Baker
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Howard Harris
R. L. Fleming
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
DEC 9 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ret | File

RECEIVED
DEC 6 1983
RR & UTILITY UNIT

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(59)309

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: I-402

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/21/83

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Jantzen Beach - Delta Park Interchange

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Potter's letter of 11/16/83 I approve the program change adding "actual adjustment of utilities including preparatory work at a TEC of $55,000 Federal Funds $50,737."

RECEIVED
STATE HWY ENGR
NOV 29 '83
REFER TO
Potter
FOR

Info	Instr	P/D	D/R	Sign	Appl	File

Orig to 11/29

14. DATE: 11/21/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansmen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev 12-78) PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-6(59)308
Oregon Slough Bridge
Jentzen Beach-Delta Park Section
Pacific Highway Preliminary Plans

Date: November 21, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

Attn: Mr. Walt Hart, Bridge Engineer
Salem, Oregon

Your preliminary bridge plan submittal of Oregon Project I-5-6(59)308 for the Oregon Slough Bridge has been reviewed and found acceptable subject to review and approval of the fouth coming foundation report.

Please develope a steel girder alternate also for this structure. We also strongly encourage a single contract approach to improve the economy and efficiency of this project. This will be particularly true of the bridge type selection. We would appreciate the foundation report as soon as possible. Please proceed with the design.

For Dale E. Wilken

cc Walt Hart 11-23-83

RECEIVED
STATE HWY ENGR
NOV 22 '83
REFER TO Hunter
FOR
Info | Invest | R/D | D R | Sign | ject | File

RECEIVED
TECHNICAL SERVICES
NOV 22 '83
REFER TO
FOR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 16, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. I-5-6(59)309
Jantzen Beach-Delta Park Interchange
Pacific Highway
Multnomah County

I request your approval of a program change on the subject project to include in the character of proposed work "Adjustment of Utilities including preparatory work" at an estimated cost of $55,000 with Federal funds of $50,737.

This change is necessary to include work by Portland General Electric Co. as indicated in the enclosed copy of Mr. Cartwright's memo of November 4, 1983. Authorization to proceed with actual adjustments will be requested under separate action.

CL:bkb
Enc.

cc: J. Cartwright
General Files

Form 734-3122

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

November 10, 1983

Navigation Division (ND-RF-1)

Subject: 071-OYA-4-005100 (Oregon Slough - Bridge Fill)

Oregon State Highway Division
ATTN: Frank E. Terpin
200 Transportation Building
Salem, OR 97310

Dear Mr. Terpin:

This is in response to your request for a Department of the Army permit to place fill 10,000 cubic yards of riprap in connection with the construction of a replacement bridge across Oregon Slough, near Portland, Oregon.

Based on the information provided, your proposed work is authorized under the "nationwide permit," 33 CFR 330.5(a)(15). An individual permit is not required, provided you follow the Management Practices under 33 CFR 330.6(a)(1-8) and meet conditions under 33 CFR 330.5(b)(1-9) listed on the attached page. Therefore, your application and attached drawings are being returned to you.

If you have any questions concerning this matter contact Ron Marg, Coordinator, Regulatory Functions Branch, at the above address or call (503) 221-6995.

Sincerely,

G. A. Newgard
Chief, Regulatory Functions Branch

Enclosure

CF: ODSL

RECEIVED
NOV 15 1983
LOCATION
SECTION

REFERRED TO
By Location Engineer

FEDE .L REGULATIONS FOR NATIONWIDE PE. ITS

§ 330.4 Nationwide permits for discharges into certain waters.

(a) *Authorized discharges.* Discharges of dredge or fill material into the following waters of the United States are hereby permitted provided the conditions listed in paragraph (b) of this section below are met:

(1) Non-tidal rivers, streams and their lakes and impoundments, including adjacent wetlands, that are located above the headwaters.

(2) Other non-tidal waters of the United States (see 33 CFR 323.2(a)(3)) that are not part of a surface tributary system to interstate waters or navigable waters of the United States.

(b) *Conditions.* The following special conditions must be followed in order for the nationwide permits identified in paragraph (a) of this section to be valid:

(1) That the discharge will not be located in the proximity of a public water supply intake;

(2) That the discharge will not destroy a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agencies' responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal agency must consult with the Fish and Wildlife Service and/or the National Marine Fisheries Service;

(3) That the discharge will consist of suitable material free from toxic pollutants in toxic amounts;

(4) That the fill created by the discharge will be properly maintained to prevent erosion and other non-point sources of pollution;

(5) That the discharge will not occur in a component of the National Wild and Scenic River System.

(6) That the best management practices listed in § 330.6 of this Part should be followed to the maximum extent practicable.

§ 330.5 Nationwide permits for specific activities.

(a) *Authorized activities.*

(b) *Conditions.* The following special conditions must be followed in order for the nationwide permits identified in paragraph (a) of this section to be valid:

(1) That any discharge of dredged or fill material will not occur in the proximity of a public water supply intake;

(2) That any discharge of dredged or fill material will not occur in areas of concentrated shellfish production unless the discharge is directly related to a shellfish harvesting activity authorized by paragraph (a)(4) of this section.

(3) That the activity will not jeopardize a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agencies' responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal agency must consult with the Fish and Wildlife Service and/or National Marine Fisheries Service;

(4) That the activity will not significantly disrupt the movement of those species of aquatic life indigenous to the waterbody (unless the primary purpose of the fill is to impound water);

(5) That any discharge of dredged or fill material will consist of suitable material free from toxic pollutants (See Section 307 of Clean Water Act) in toxic amounts;

(6) That any structure or fill authorized will be properly maintained;

(7) That the activity will not occur in a component of the National Wild and Scenic River System; and

(8) That the activity will not cause an unacceptable interference with navigation.

(9) That the best management practices listed in § 330.6 of this Part should be followed to the maximum extent practicable.

§ 330.6 Management practices.

(a) In addition to the conditions specified in §§ 330.4 and 330.5 of this Part, the following management practices should be followed, to the maximum extent practicable, in the discharge of dredged or fill material under nationwide permits in order to minimize the adverse effects of these discharges on the aquatic environment. Failure to comply with these practices may be cause for the district engineer to recommend or the division engineer to take discretionary authority to regulate the activity on an individual or regional basis pursuant to § 330.7 of this Part.

(1) Discharges of dredged or fill material into waters of the United States shall be avoided or minimized through the use of other practical alternatives.

(2) Discharges in spawning areas during spawning seasons shall be avoided.

(3) Discharges shall not restrict or impede the movement of aquatic species indigenous to the waters or the passage of normal or expected high flows or cause the relocation of the water (unless the primary purpose of the fill is to impound waters).

(4) If the discharge creates an impoundment of water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow, shall be minimized.

(5) Discharge in wetlands areas shall be avoided.

(6) Heavy equipment working in wetlands shall be placed on mats.

(7) Discharges into breeding areas for migratory waterfowl shall be avoided.

(8) All temporary fills shall be removed in their entirety.

This page contains only selected paragraphs concerning Nationwide Permit Conditions and Management Practices.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 21, 1983

In Reply Refer to
File No.:

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

Application for a Department of the Army Permit
Oregon Slough Bridge Replacement
Pacific Highway (I-5)
Multnomah County

Enclosed is an application and drawings for the Oregon State Highway Division proposal to replace the Pacific Highway (I-5) Bridge over Oregon Slough in Portland and construct a revised interchange to improve traffic movements that will provide a safer facility. The new structure will be built in three stages and occupy the same location as the existing structure. The new bridge will be a fixed-span structure built on the same grade as the existing so that navigation clearance will remain the same as the existing bridge.

A corridor/design public hearing was held on July 19, 1979 and a Final Environmental Impact Statement was approved by the Federal Highway Administration on March 5, 1980. No significant adverse impacts were identified.

Frank E. Terpin

Frank E. Terpin, P.E., P.L.S.
Location Engineer

Enclosures

cc w/atts Dale E. Wilken
J. H. Versteeg
W. J. Hart
Cam Gilmour
D. E. Keyes

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
OCT 25 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
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Action

Don - is the routing okay? yes

Form 734-3122

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectivaly, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only	For Agency Use Only
Corps of Engineers #	State of Oregon #
Date received	Date received

Name of Waterway: Oregon Slough River Mile: 4.5 Local Name: -

Section: 33,34 3 & 4 Township: 2N & 1N Range: 1E

Estimated Starting Date of Project: Fall 1984 Estimated Completion Date of Project: Fall 1987

NAME OF APPLICANT: Oregon State Highway Division	AUTHORIZED AGENT: Frank E. Terpin, Location Engineer
Address: Transportation Building	Address: 200 Transportation Bldg.
City, State, Zip Code: Salem, OR 97310	City, State, Zip Code: Salem, OR 97310
Phone: Work Area ( ) Home Area ( )	Phone: Work Area (503) 378-6883 Home Area ( )
PROJECT SUPERVISOR	Phone: Work Area ( ) Home Area ( )
PROPERTY OWNER IF OTHER THAN APPLICANT	PROJECT ADDRESS: Portland
Address	City, County, State Zip Code: Multnomah County, Oregon
City, State, Zip Code	Assessor's Records-- Shown on Map # Tax Lot #
Phone: Work Area ( ) Home Area ( )	Name of Subdivision Lot Block

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department:

Address:

Phone Number:

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
Coast Guard	Navigation Clearance	-	July 28, 1983	-
Division of State Lands	Preliminary	-	-	-

NPP Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the a .vity described herein or for any oth ctivity directly related to it?
☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

State Highway Division property.

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

Dirt slope that may be disturbed will be seeded and mulched.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE _____ cubic yards annually, and _____ cubic yards for the total project.

☐ Riprap ☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE _____ cubic yards annually, and _____ cubic yards for the total project.

☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

The proposed work involves the replacement of the Oregon Slough Bridge on the Pacific Highway (Interstate Freeway I-5) with a wider bridge and a revised interchange to provide a safer highway. The new structure will be constructed in three stages so that traffic movement can be maintained. There will be approximately 45,000 cubic yards of excavation, approximately 15,000 cubic yards of concrete and approximately 10,000 cubic yards of riprap involved in the construction of the footing in the streambed. The work will probably be done with draglines, pile driver, barges and other miscellaneous equipment.

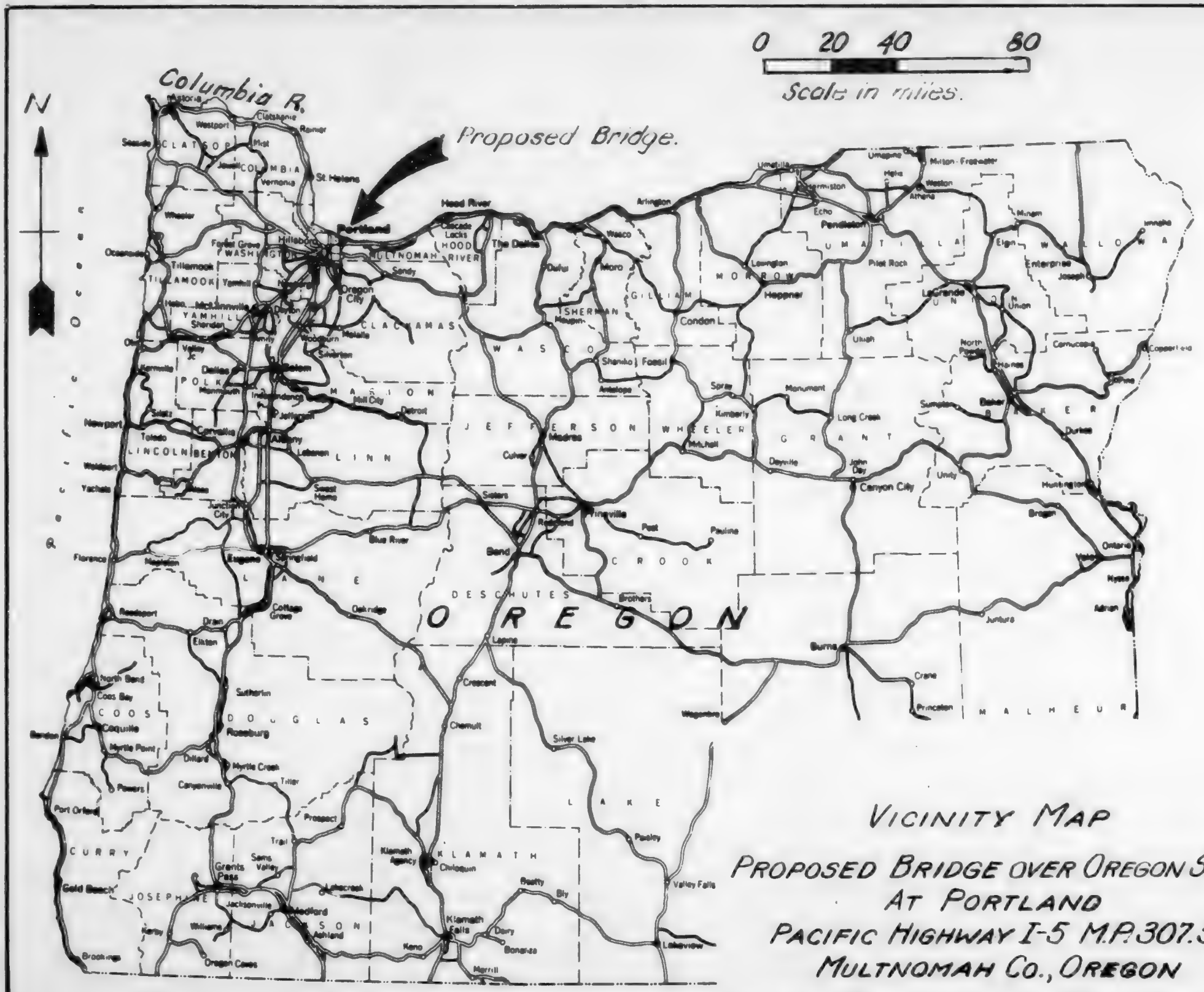
Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Frank E. Perkins

Signature of Applicant or Authorized Agent

Location Engineer, Oregon State Highway Division

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."



VICINITY MAP

PROPOSED BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY I-5 M.P. 307.59

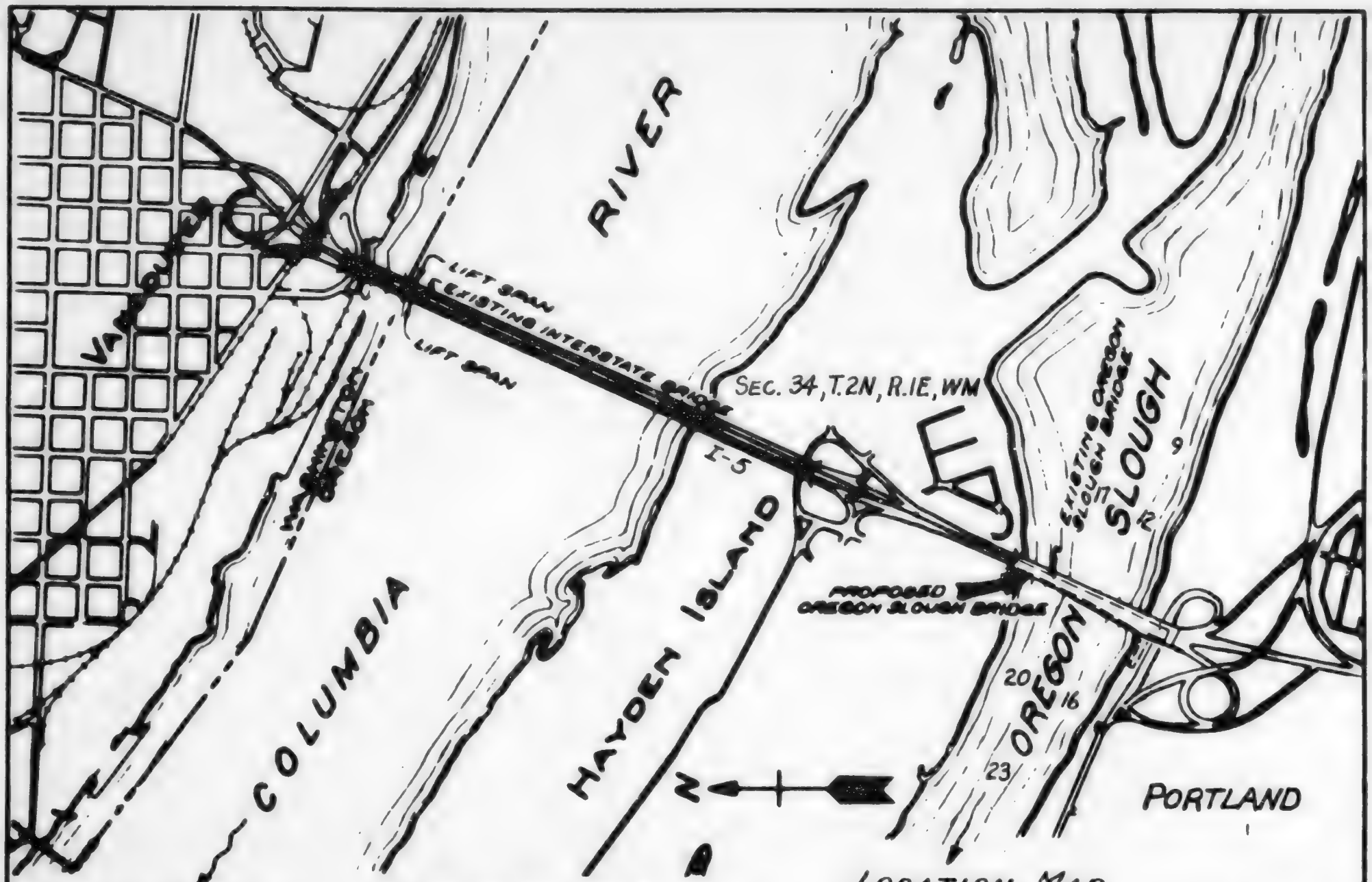
MULTNOMAH CO., OREGON

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

JULY, 1983

SHEET 1 of 3

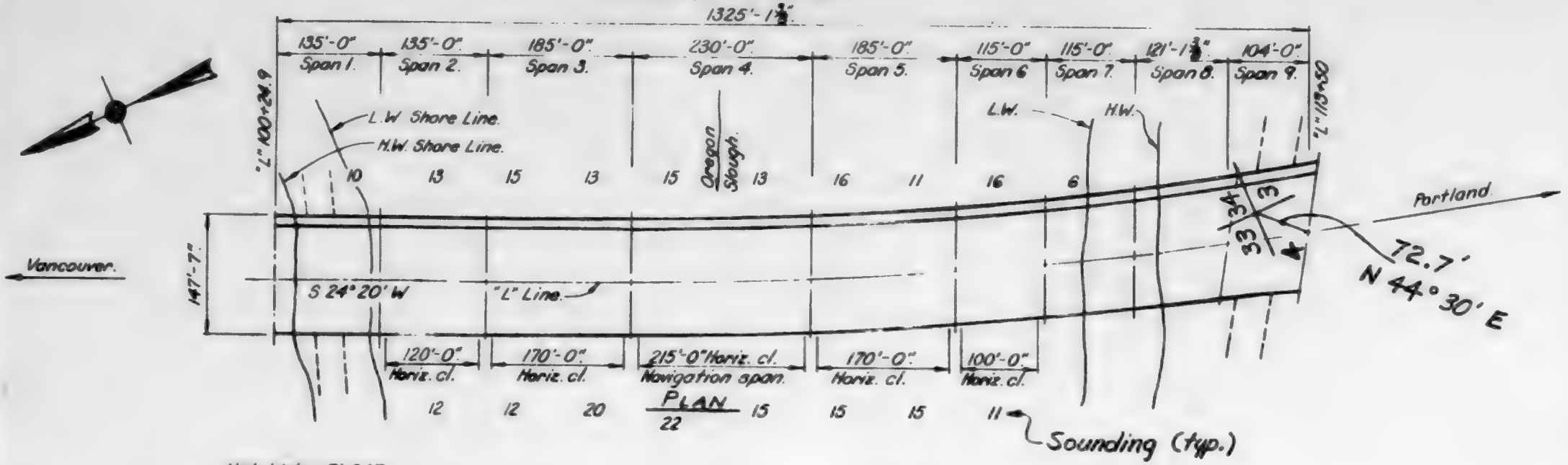


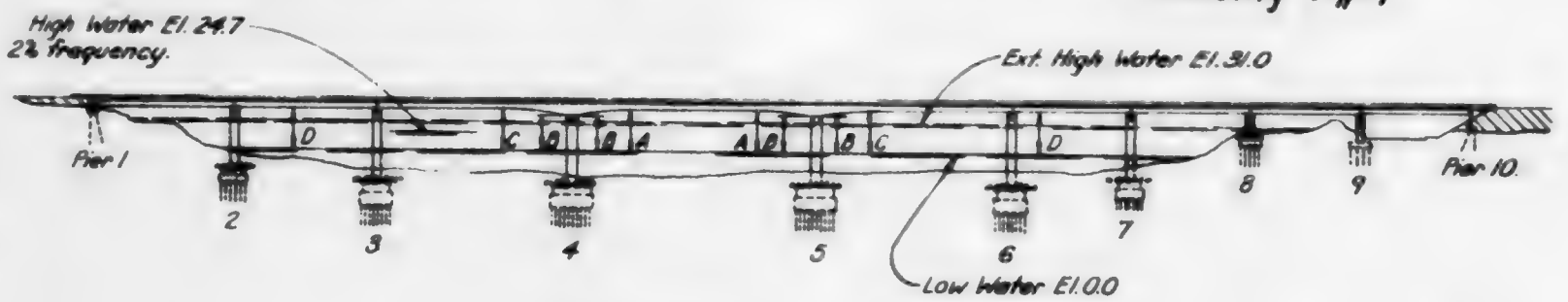
LOCATION MAP
SCALE IN FEET

Soundings are in Ft. and refer to Columbia River Datum.
Miles above Mouth of Columbia River - 106.5

LOCATION MAP
PROPOSED BRIDGE OVER OREGON SLOUGH AT PORTLAND
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY, 1983.

Sec. 34, T.2N, R.1E W.M.





ELEVATION.

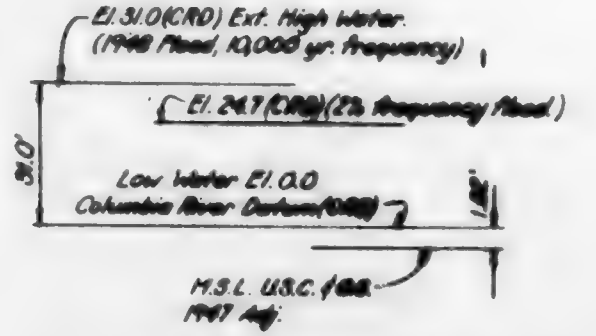
0 50 100 200 300
Scale in feet.

Note
Soundings shown are in ft. and refer to Columbia River Datum.
Elevations shown refer to Columbia River Datum.

Note.
Vertical clearance is in feet from El. 0.0 Columbia River Datum.

Span	A	B	C	D
2	—	—	—	40'
3	—	35'	40'	—
4	48'	35'	—	—
5	—	35'	40'	—
6	—	—	—	40'

Note:
The design provides vertical clearance "A" throughout the mid 100 feet of Span 4.
Clearances "A" and "C" exists to within 60 feet of the least vertical clearance "B" which occurs near the piers.


El. 31.0 (CRD) Ext. High Water.
(1948 Flood, 10,000 yr. frequency)
El. 24.7 (CRD) (2% frequency flood)
31.0'
Low Water El. 0.0
Columbia River Datum (CRD)
M.S.L. U.S.C. & G.S.
1947 Adj.

PROPOSED BRIDGE OVER OREGON SLOUGH
AT PORTLAND
PACIFIC HIGHWAY I-5 M.P. 307.89
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY 1963 SHEET 3 OF 3

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO

LOC 8

TO: MEMO TO THE FILE

DATE: October 20, 1980

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Oregon Slough Bridge
Pacific Highway I-5
Multnomah County

Versteeg
Anderson
Christensen copy
Olson
AB Sullivan copy
Terpin
Trout
Wakering

RECEIVED
OCT 22 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

The proposed Oregon Slough Bridge project will increase the width of roadway on an improved alignment.

HYDROLOGY

The Oregon Slough (also known as the North Portland Harbor) parallels the main channel of the Columbia River. The following tabulation of recurrence intervals vs. stage elevations, at the bridge site, were determined from maps showing water surface profiles of the Columbia River (R.M. 101.5±) prepared by the Portland District of the Corps of Engineers.

Regulated Frequency	Stage Elevation (MSL)
10-year	22.5 feet
50-year	26.5 feet
100-year	28.2 feet
500-year	31.8 feet
1948 flood [10,000 (?)-year]	32.8 feet (observed)

Information from the Corps of Engineers was used to estimate the following recurrence interval vs. peak discharge relationship at the bridge site:

Recurrence Interval	Peak Discharge
5-year	109,000 cfs
10-year	121,000 cfs
25-year	138,000 cfs
50-year	150,000 cfs
100-year	155,000 cfs
10,000 (?)-year (1948)	222,700 cfs

It should be noted that the 1948 flood was the largest flood since the flood of 1894. Several more dams have been built since 1948 on both the main stem of the Columbia River and on its tributaries.

Contains Recycled Materials

HYDRAULIC DESIGN

The 1948 observed high water elevation of 32.8 feet (MSL) with an estimated peak discharge of 222,700 cfs was chosen as the design flood.

The proposed design is to widen the existing structure. The only hydraulic design consideration between the widening proposal and a complete replacement is the riprap protection necessary for the pier footings under the existing structure. Average velocity through the structure would be about 5.0 fps.

SCOUR

Development of marinas and houseboat moorages along the banks of the slough near the bridge has a retarding influence on the flow of water, especially during periods of low flows. This restriction causes a shifting of the main thread of the current.

During low flows, the main thread of current flows between Piers 2 and 6. Because of the development, which acts as a constriction, the water is forced to flow at a higher velocity through a smaller effective area, causing scour to occur between Piers 2 and 6 during low flows, and most particularly between Piers 4 and 5.

During high flows (flooding conditions) the development is less restrictive; thus, the main current is able to flow more naturally along its natural channel which apparently is between Piers 5 and 8. During these conditions, deepest scour occurs between Piers 6 and 7.

Pier sounding data records from 1969 to 1980 indicate a continual degradation and aggradation of the channel bottom around Piers 2 through 9. Since the piers are set in highly erodible material, undermining by scour during the design flood is a primary consideration and measures should be taken to protect the piers from scour.

RIPRAP

It is suggested for the widening proposal that the entire streambed beneath the existing bridge be protected with a 130±-foot wide blanket (including approximately 30 feet downstream from the bridge) by 3-foot thick Class 700 loose riprap (maximum) with a filter blanket. It is also suggested that a 10-foot deep cutoff be provided on the downstream edge of this blanket.

It is assumed that the bottom elevation of the additional pier footings will be placed below the estimated scour depth and therefore riprap protection would not be necessary. Previous scour evidence for the 1948 flood (design flood) is not available, however, so that elevation can only be estimated. Because of this uncertainty, a blanket of riprap with a filter blanket placed around each pier near the top of the footing is recommended.

GMF:ja

cc Frank Terpin w/att.
Walt Hart "
D. O. Christensen "
Jack Davis "
Gary Potter "
R. N. Bothman "
Herb Schell (FHWA) "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1948)
Discharge - cfs / m^3/s	222,700	155,000	222,700
Frequency - yrs.	10,000(?)	100	10,000(?)
H.W. Elevation Natural Channel ft. / m.	*32.8	*28.2	*32.8
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	5.0	4.0	5.0

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *MSL, 1947 ADJ.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

OREGON SLOUGH BRIDGE
PACIFIC HIGHWAY I-5
MULTNOMAH COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	OCTOBER 20,1980

CON 21-2
I-5, E.
Sp
C

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS 16506, 16507, 16508
Marine Drive Undercrossing
"SV" Jantzen Beach Bikeway Structure
"FU" " " " "

Date: October 5, 1983

From: Jantzen Beach - Delta Park Intchg Section

Reply to Attn. of: HBR.1-OR

Division Administrator

To:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Hart's preliminary plan submittal of August 22 for the Marine Drive U'xing structure and the "FU" and "SV" Jantzen Beach Bikeway structures in Multnomah County has been reviewed.

Lighting in the Jantzen Beach Bikeway structures may be desirable; especially in the "SV" structure.

The preliminary plan submittal is approved. Please proceed with the design subject to your consideration of bikeway lighting.

✓

For Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
OCT 12 '83
REFER TO Hart
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act ✓ | File

RECEIVED
STATE HWY ENGR
OCT 11 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act X | File

LoN 21-2
I-5, E.
Sp
1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
16506-08

August 22, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM:

Walter J. Hart, P.E.
Bridge Engineer

RECEIVED
TECHNICAL SERVICE
AUG 22 '83
REFER TO
FOR
Info | Invest | R/D | D/R | [illegible] | [illegible]

SUBJECT: Marine Drive Undercrossing
"SV" Jantzen Beach Bikeway Structure
"FU" Jantzen Beach Bikeway Structure
Jantzen Beach - Delta Park Interchange Section
Pacific Highway (I-5)
Multnomah County
BRS 16506,16507,16508

Enclosed are five reduced prints of Drawings 35623, 35733, 35734 and 35570 through 35572 which are the preliminary plan and elevation and vicinity maps for the subject structures. The detail map for the section was previously submitted with the Oregon Slough Bridge preliminary plan. The foundation report will be sent when it becomes available. The alignments and roadway and bikeway widths are in accordance with the standards governing the project. These three structures are on new alignments at the Union-Swift Interchange. The vehicle alignments are an improvement over the existing. The Marine Drive Undercrossing structure will provide four 12-foot lanes of traffic with 8'-0" shoulders and a 4'-0" median. Bikeway tunnel widths will accommodate a 10'-0" bikeway with 2'-0" shoulders each side.

Three alternate types of structures were studied for the Marine Drive Undercrossing. A three-span continuous post-tensioned concrete box girder alternate is selected for esthetic and economic reasons. The cost of this structure including engineering and contingencies is $1,725,000. Other alternates considered were a three-span pre-cast Bulb-T and a two-span continuous post-tensioned concrete box girder bridge.

Form 734-3122

We propose constructing reinforced concrete box tunnels for each of the bikeway structures. The estimated cost of the tunnels and the approach, retaining walls, including engineering and contingencies for the "FU" structure is $113,000, and for the "SV" structure is $161,000.

A total of three existing structures will be removed from this interchange at an estimated cost, including engineering and contingencies, of $371,000. The Marine Drive Undercrossing replaces two of these existing structures, which are to the south of the proposed location.

We request your comments and/or approval of our preliminary plans.

RAJ:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1 set
E. L. Hardt /w/ 2 sets
Cam Gilmour /w/ 1 set
John Grassman /w/ 1 set
Richard Fleming, Utility Specialist Banfield
Transitway /w/ 2 sets

September 9, 1983

Commander
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

DES 23
16526

Attn. Aids to Navigation Branch

Oregon Slough Bridge Replacement
BR 16526

The additional information you requested in your August 18 letter, on our application for a bridge permit for replacement of the I-5 bridge over the Oregon Slough, is as follows:

1. The names and addresses of property owners adjacent to the project alignment are:

Hayden Island, Inc.
909 N. Tomahwak Island Drive
Portland, OR 97217

Standard Insurance Company
P. O. Box 711
Portland, OR 97207

Westerlund Boat and Machine Shop
1535 N. Marine Drive
Portland, OR 97217

L & L Criteser
101 McCarver
Oregon City, OR 97045

Marc Sprague
3827 N. E. Holman
Portland, OR 97211

Jantzen Beach Moorage
12010 N. Jantzen Beach Drive
Portland, OR 97217

2. The temporary detour structure referred to in the EIS will not be built. By constructing the new structure in stages, the traffic will be carried by the old and new bridges.

3. To the best of our knowledge, the only waterway traffic at the bridge site is recreational. The bridge construction will not impair this or any possible commercial traffic, as the clearances on the existing center span will not be reduced. Some falsework in the slough will be required out from the new piers but will not extend clear across any span.

4. Our current schedule calls for Stage I construction to be awarded in April 1984. Stages II and III will be awarded in January 1986. All construction should be completed by December 1988, barring any unforeseen difficulties. This would put the completion within the five-year period normally granted in a permit but an extension of this limit is requested to allow for any delays in the schedule which may arise.

5. There will be no fill above or below ordinary high water. The present estimate calls for 41,000 cubic yards of excavation, 9,100 cubic yards of riprap and 14,000 cubic yards of concrete to be placed below ordinary high water, with 4,000 cubic yards of excavation, 900 cubic yards of riprap and 1,000 cubic yards of concrete above ordinary high water.

6. Our Environmental Section has reviewed the EIS to determine if any changes have occurred since it was prepared. A copy of their letter review to the Oregon Division of the Federal Highway Administration is enclosed.

The drawings have been revised in accordance with your instructions. One set of reproducible drawings and three sets of prints are enclosed. We would appreciate receiving your requirements for navigation lights for the new structure.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
J. H. Versteeg (enc.)
Cam Gilmour
Walt Hart
Ed Hardt "

JEC:jrb ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

August 25, 1983

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Jantzen Beach-Delta Park Interchange
Pacific Highway (I-5)
Multnomah County

Dear Mr. Wilken:

The Final Environmental Impact Statement for the subject project, which was approved March 5, 1980, has been reviewed in accordance with 23CFR771.129(c)(2). The project described in the document was compared with the preliminary plans and specifications now available for the project. In reviewing the FEIS and plans, we have not found any significant changes in the project, the affected environment, impacts, or mitigation measures as described in the FEIS.

The construction of the Oregon Slough Bridge will be done in stages, and will not require the construction of a temporary bridge as suggested in the FEIS. This change is beneficial, as the impacts on navigation will be minimal since the channel will be maintained between the piers. Most of the vessel traffic in the vicinity of the Slough Bridge are recreation craft, which should be able to readily navigate during bridge construction. The bicycle paths follow the general guidelines set forth in element 5 of the FEIS, page 29.

RECEIVED
AUG 29 1983
BRIDGE SECTION

NOTED
K. KAMADOLI

Form 734-3122

We conclude that the Final Environmental Impact Statement for this project continues to be valid and that there are no significant changes in the project. Your concurrence is requested.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:MW:dmc

cc: E. S. Hunter
Ed Hardt
Gary Potter

bc: Walt Hart
J. H. Versteeg

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
Serial 433
18 August 1983

State of Oregon
Department of Transportation
ATTN: E. S. Hunter, P. E., P. L. S.
Assistant State Highway Engineer
Technical Services Branch
Transportation Building
Salem, Oregon 97310

RECEIVED
TECHNICAL SERVICES
AUG 22 '83
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Dear Mr. Hunter:

We have completed our review of your application for a bridge permit for replacement of the Interstate 5 highway bridge across Oregon Slough at Portland, Oregon. We will need some additional information and revised drawings so that we can process your request. The information we need includes the following:

(1) We need the names and mailing addresses of property owners adjacent to the project alignment so that we can send them a copy of our public notice.

(2) The environmental impact statement (EIS) refers to construction of a temporary bridge to accommodate traffic while the new bridge is built. If this detour bridge still is included in your plans, we will need more information about clearances, period of use, etc. These bridges normally require a separate permit and we will need appropriate drawings and supporting data.

(3) Your application and EIS do not discuss possible impacts on vessel traffic during construction. Oregon Slough is used by a wide variety of watercraft and we need to know more about how building the new bridge would affect these boats.

(4) We need a tentative schedule showing when stages II and III will be finished so that we can consider your request to modify our normal requirement that construction be completed within 5 years.

(5) We need to know how much of the fill, riprap, and concrete would be placed below the level of ordinary high water and how much would be above ordinary high water. This also should be noted on the plan/elevation drawing.

(6) U. S. Department of Transportation procedures require that a written re-evaluation be completed for some EISs when they are more than three years old. It appears that the EIS for your project may need to be reviewed in accordance with this policy. We will contact the Federal Highway Administration and make arrangements to complete this analysis.

NOTED
C. BACKSTROM

RECEIVED
AUG 22 1983
BRIDGE SECTION

You should make the following revisions to your application drawings:

(1) Revise the title block to include the waterway mile where the bridge crosses Oregon Slough (mile 4.5).

(2) Renumber sheets 1, 2, and 4 of 6 as 1, 2, and 3 of 3. Sheets originally labeled as 3, 5, and 6 of 6 are useful for information purposes but would not be included in a permit for the project.

(3) Delete the references to high water (el. 24.7) and ext. high water (el. 31.0) on the plan and elevation view sheet. Instead, show the level of the 100-year flood.

(4) Label the elevation of the waterway bottom and note the amount of fill, riprap, etc., below ordinary high water.

We are returning the original drawings so that you can use them to make the revisions.

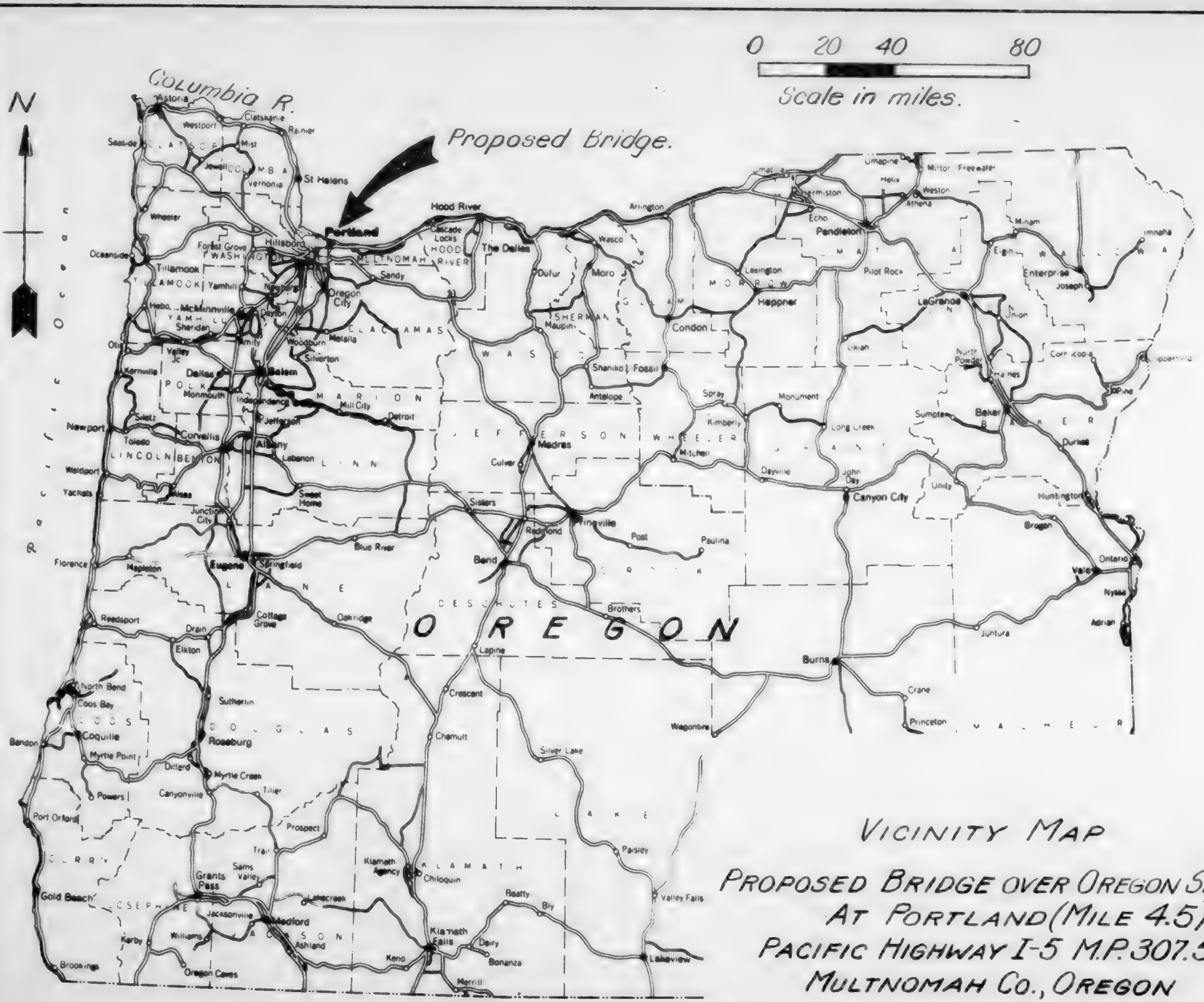
Although the existing I-5 bridge across the slough does not have navigation lights, you should plan to include standard bridge lights on the replacement structure. If you have any questions about lighting or the information we need to process your application, please call me or my assistant, Wayne Lee.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Encl: As noted



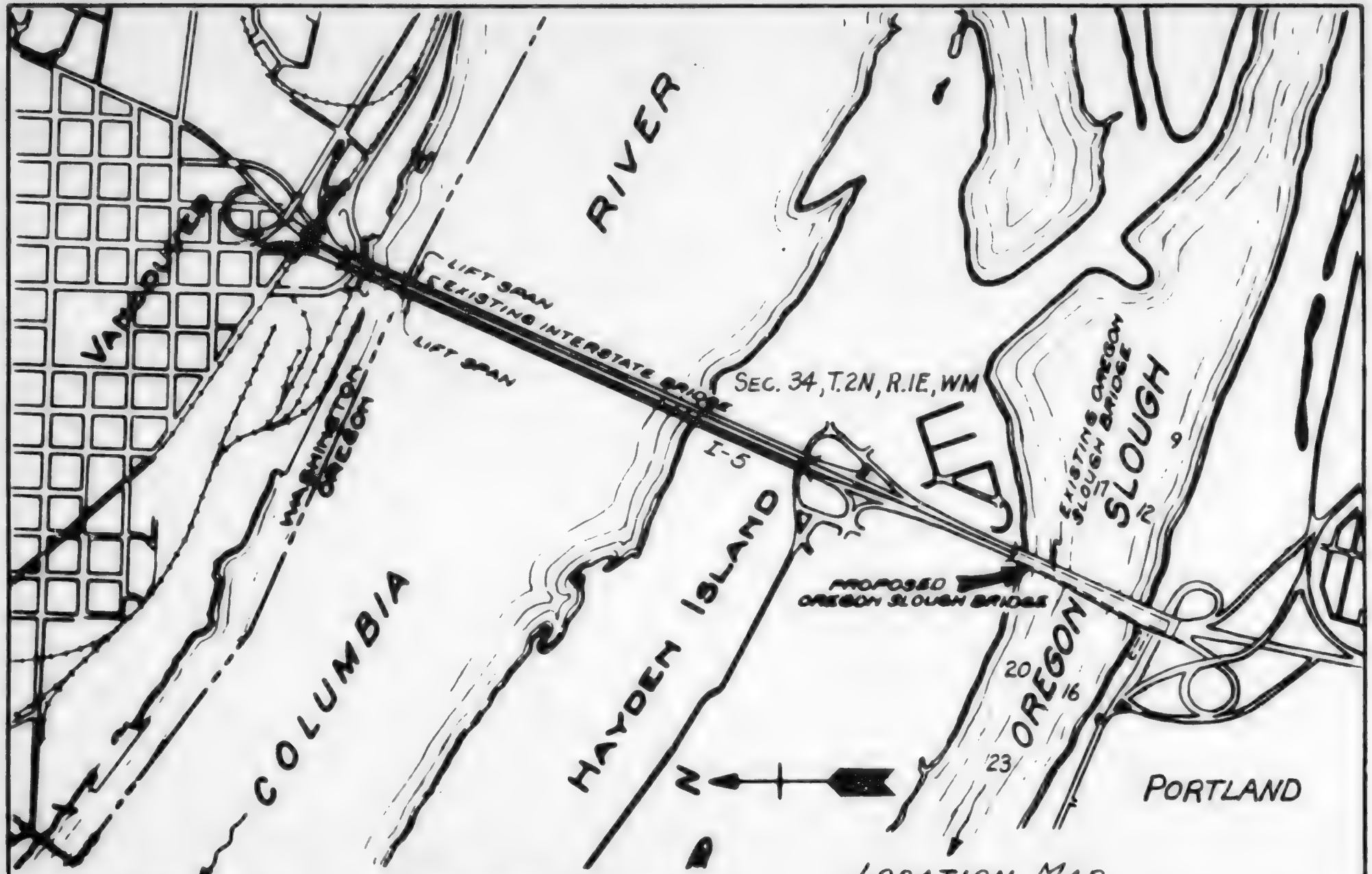
VICINITY MAP

PROPOSED BRIDGE OVER OREGON SLOUGH
AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

JULY, 1983

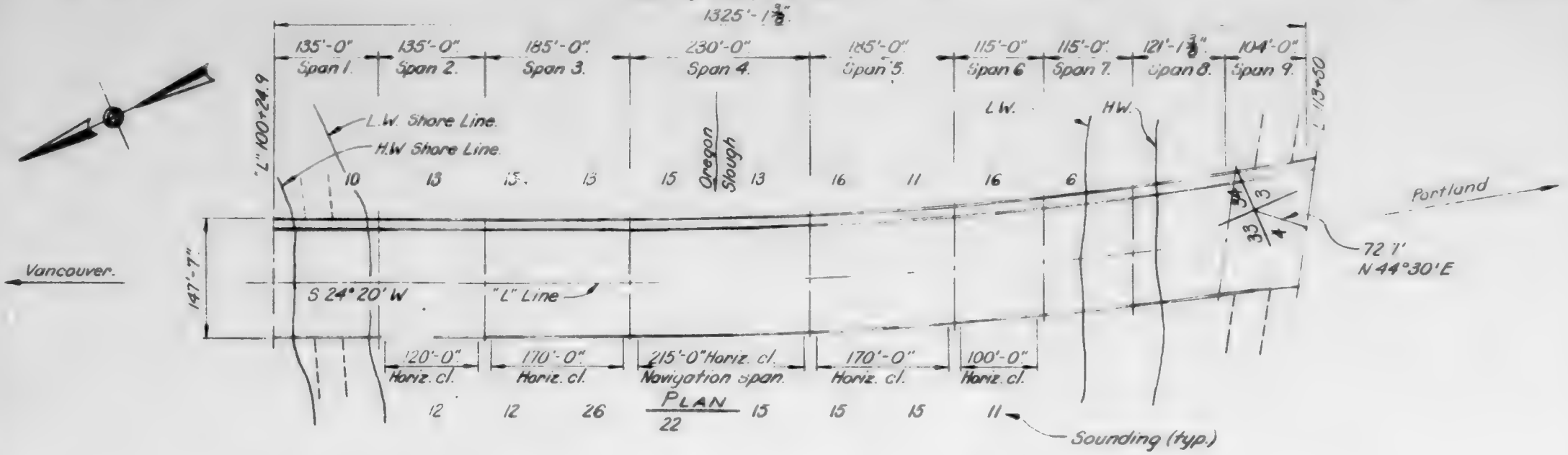
SHEET 1 of 3

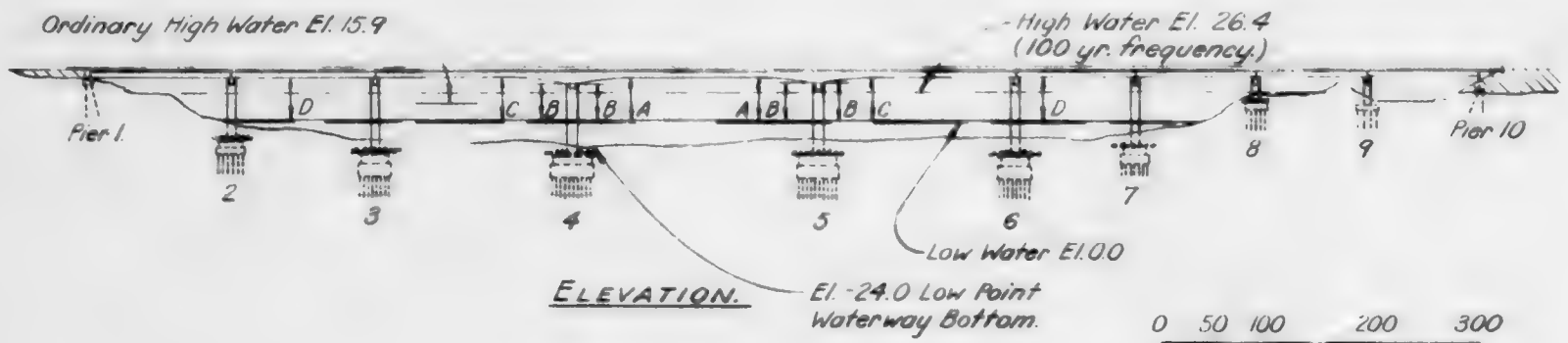


Soundings are in Ft. and refer to Columbia River Datum.
Miles above Mouth of Columbia River - 106.5

LOCATION MAP
PROPOSED BRIDGE OVER OREGON SLOUGH AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY, 1983. SHEET 2 of 3

SEC. 34, T.2N, R1E WM.




Ordinary High Water El. 15.9
High Water El. 26.4 (100 yr. frequency.)
Pier 1.
Pier 10
D C B B A A B B C D
2 3 4 5 6 7 8 9
Low Water El. 0.0
El. -24.0 Low Point Waterway Bottom.

ELEVATION.

0 50 100 200 300
Scale in feet.

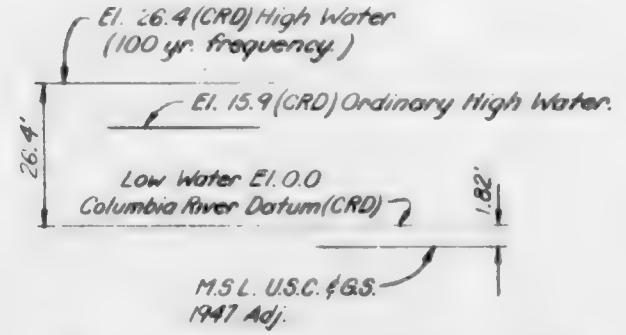
Note
Soundings shown are in ft. and refer to Columbia River Datum.
Elevations shown refer to Columbia River Datum.

Note
Vertical clearance is in feet from El. 0.0 Columbia River Datum.

SPAN	A	B	C	D
2	–	–	–	40'
3	–	35'	40'	–
4	40'	35'	–	–
5	–	35'	40'	–
6	–	–	–	40'

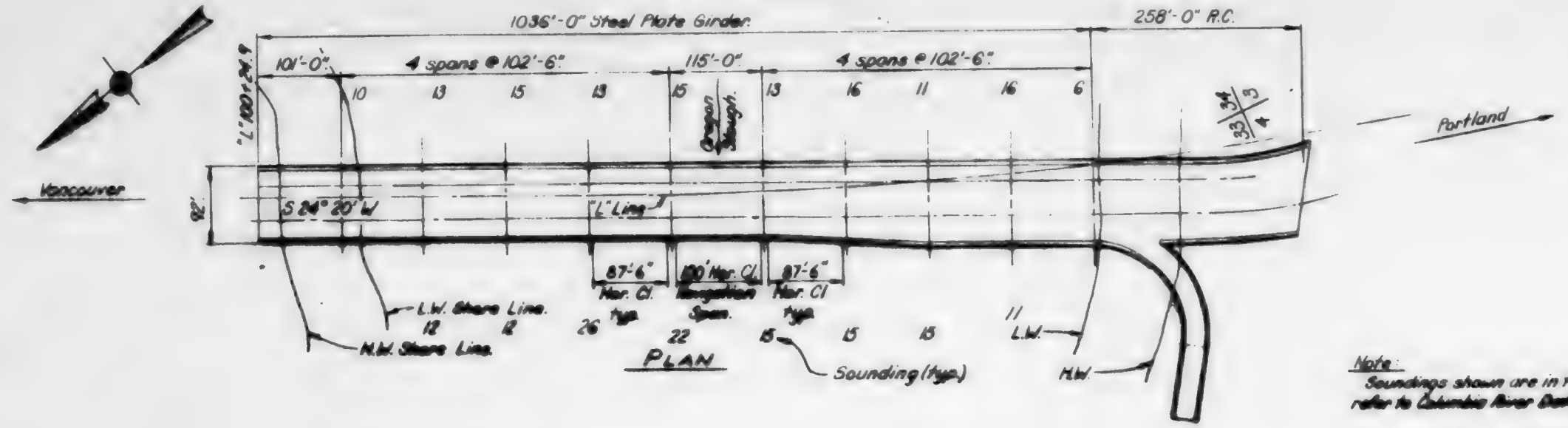
Note:
The design provides vertical clearance "A" throughout the mid 100 feet of Span 4.
Clearance "A" and "C" exists to within 60 feet of the least vertical clearance "B" which occurs near the piers.

	Below Ordinary High Water El. 15.9	Above Ordinary High Water El. 15.9
Excavation	41,000 c.y.	4,000 c.y.
Fill	—	—
Riprap	9,100 c.y.	900 c.y.
Concrete	14,000 c.y.	1,000 c.y.

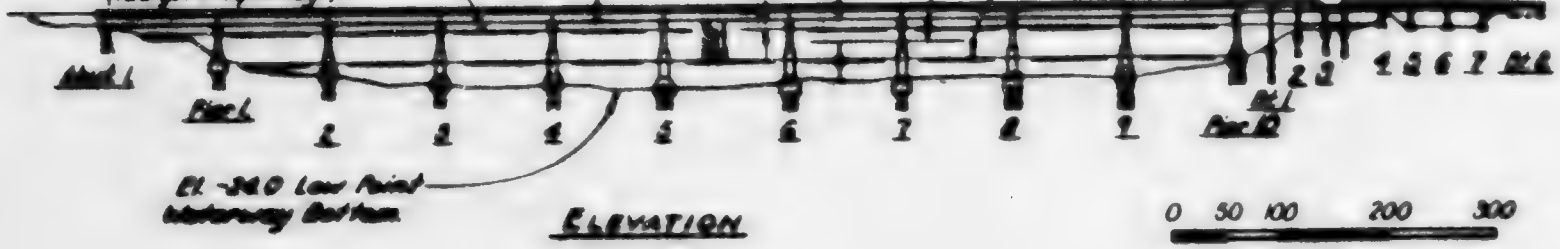

El. 26.4 (CRD) High Water (100 yr. frequency.)
El. 15.9 (CRD) Ordinary High Water.
26.4'
Low Water El. 0.0 Columbia River Datum (CRD)
1.82'
M.S.L. U.S.C. & G.S. 1947 Adj.

PROPOSED BRIDGE OVER OREGON SLOUGH
AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY 1983 SHEET 3 OF 3

SEC. 34, T.2N, R.1E WM



PLAN

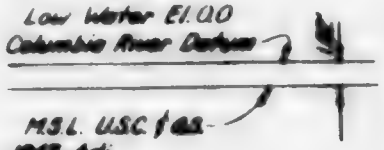

Bottom of Steel El. 35.0 Typical all spans.
High Water El. 26.4 (100 yr. frequency.)
Ordinary High Water El. 15.9
Low Water El. 0.0
45'
42'
Abut. 1
Pier 1
Pier 10
1 1 1 1 1 1 1 1 1 2 2 1 2 6 1 22
El. -34.0 Low Point Waterway Bottom

ELEVATION

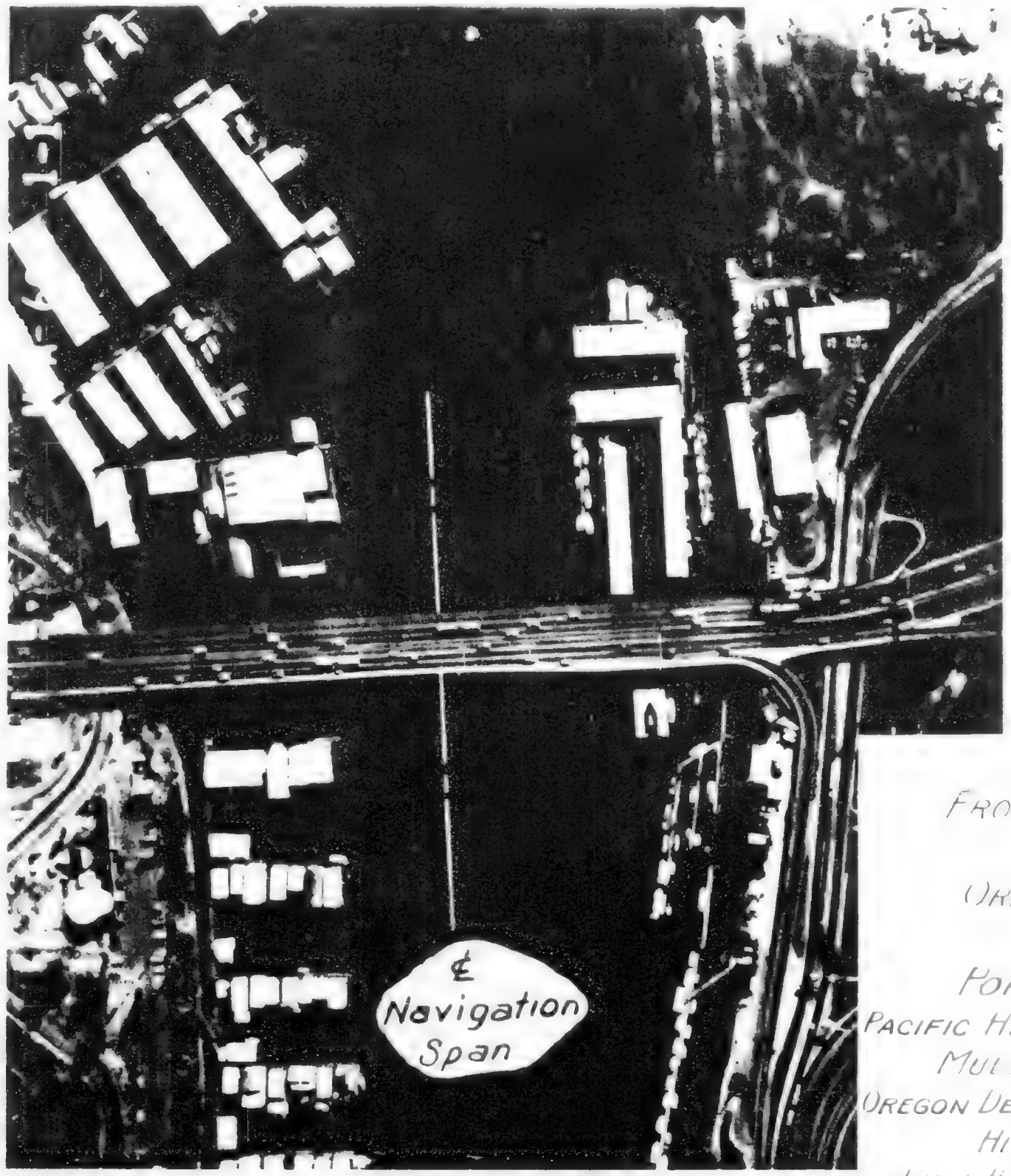
0 50 100 200 300
Scale in feet

Note:
Soundings shown are in Ft. and refer to Columbia River Datum.

Elevations shown refer to Columbia River Datum.



EXISTING OREGON SLOUGH BRIDGE
AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 M.P. 307.59
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY, 1958 INFORMATION SHEET

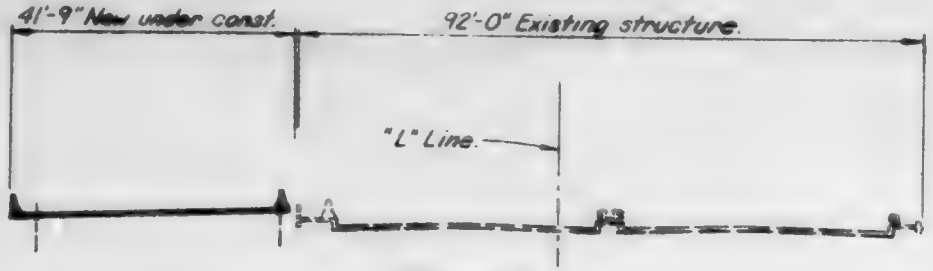


N

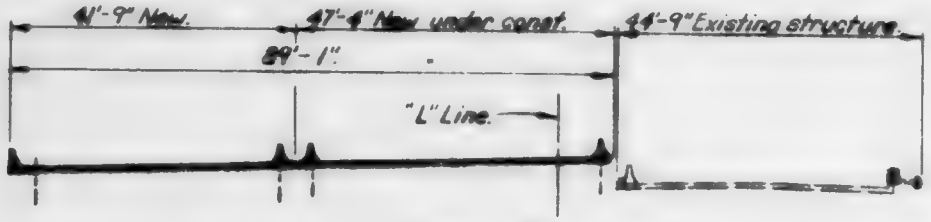
Scale: 1" = 100'

View down river of the existing bridge and existing marine installations.

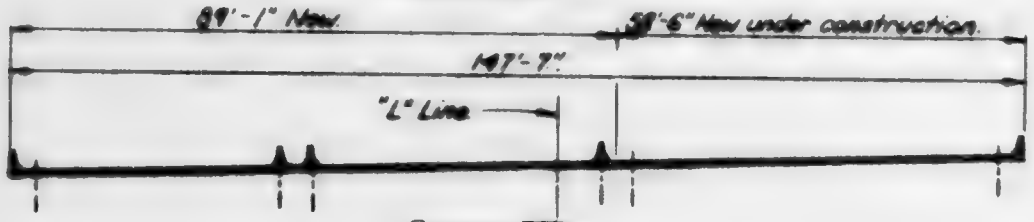
PROPOSED BRIDGE
OVER
OREGON SLOUGH
AT
PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 MP 307.54
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY, 1983 INFORMATION SHEET



STAGE I.



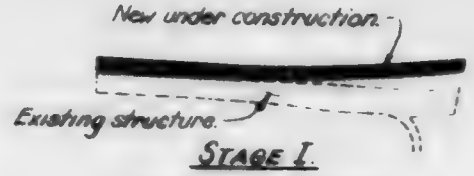
STAGE II.



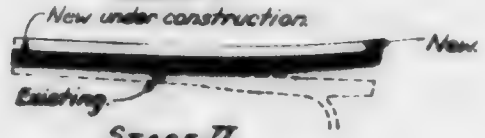
STAGE III.

Note:
Internal beams in the sections are not shown.

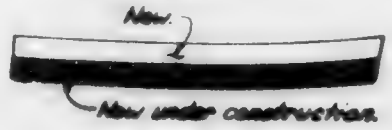
FINAL ROADWAY SECTION.



STAGE I.



STAGE II.



STAGE III.

CONSTRUCTION STAGING
PROPOSED BRIDGE OVER OREGON SLOUGH
AT PORTLAND (MILE 4.5)
PACIFIC HIGHWAY I-5 NH-30(59)
MULTNOMAH CO., OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
JULY 1983 INFORMATION SHEET

1203

1-5 N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
The Equitable Center - Suite 100
530 Center NE. - Salem, OR 97301

August 30, 1983
IN REPLY REFER TO
HPD.1-OR/

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmayer
Turpin
3 Trout
Wakerlig

RECEIVED
SEP 02 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Mr. John E. Mikesell
Chief, Bridge Section
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Dear Mr. Mikesell:

Subject: Jantzen Beach-Delta Park Intchg
(FHWA-OR-EIS-79-07-F)

As you requested in your letter of August 18, 1983, a copy of our evaluation of the EIS for the Jantzen Beach-Delta Park Interchange (FHWA-OR-EIS-79-07-F) is attached. We have concluded that the FEIS approved March 5, 1980 is still valid.

A record of decision was not prepared on this project because the draft EIS was filed with EPA June 15, 1979. Twenty three CFR 771.127(a) states a ROD is not required for those EIS's where the DEIS was filed with EPA prior to November 30, 1979.

Sincerely yours,

Signed By
L. ACH
Development Engineer

Dale E. Wilken
Division Administrator

Attachment
Evaluation

cc:
OSHD (C. Gilmour, Env)

cy J. H. Versteeg
Walt Hart

RECEIVED
ENVIRONMENTAL SECTION
SEP 1 1983

Referred to ✓ Manager
Proj. Coord. ✓ Res. Coord. ____
Eng. Coord ____ Adm. Asst. ____
Sec. ____ File ✓

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: FEIS Evaluation - FHWA-OR-EIS 79-07-F
Jantzen Beach-Delta Park Interchange
I-5-6(59)309

Date: August 29, 1983

From: Richard R. Arnold

Reply to Attn. of: HPD.1-OR

To: Memorandum of Record

The FEIS for the subject project was approved March 5, 1980. Since major steps to advance the proposed project have not yet occurred, an evaluation of the FEIS was made as required by 23 CFR 771.129(c)(2).

The project described in the document was compared with the preliminary plans and specifications now available for the project. In reviewing the FEIS and plans, we have not found any significant changes in the project, the affected environment, impacts, or mitigation measures as described in the FEIS.

One minor change involves construction of the Oregon Slough Bridge in stages, rather than the construction of a temporary bridge as suggested in the FEIS. Although this change is not significant it will have some beneficial affect as the impacts on navigation will be minimal since the channel will be maintained between the piers. Most of the vessel traffic in the vicinity of the Slough Bridge are recreation craft, which should be able to readily navigate during bridge construction.

We conclude that the FEIS approved March 5, 1980 for this project is still adequate, accurate, and valid.

Richard R. Arnold

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
LOC 8

TO: H. S. Coulter
State Highway Engineer

DATE: August 23, 1983

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: HR 3329

NOTED
H. S. COULTER

The attached language from Fiscal Year '84 Appropriations Act concerning crossings of Columbia Slough, Oregon, is of no particular concern to the Highway Division.

There are five highway route crossings of the Columbia Slough. They are, starting from the east with Interstate 205 and then going westerly, Route 213 to the Airport; Route 99E on Union Avenue; Interstate 5; Route 99W and Denver Avenue; and the Swift Highway on North Portland Road.

Although the clearances stated in the Act will cause no problems to us now because no construction is planned, it can be anticipated that any new routes constructed or reconstruction of existing crossings will be somewhat more expensive due to the minimum of at least 30 feet of vertical clearance and at least 80 feet of horizontal clearance required.

At one time, the Port of Portland, in connection with their Rivergate development, was planning to either put Columbia Slough in a culvert or close it off near the point where it enters the Willamette River. Probably some group opposing this action, because of the proximity to Bybee Lake and Smith Lake, was successful in introducing the clearance language. Perhaps you should mention this to Lloyd Anderson in case the Port is planning some crossing in connection with the Rivergate development.

ESH:ja

Attachment

cc pf 9-3
rec

if you might mention
to Lloyd.
Scott

RECEIVED
STATE HWY ENGR
29
AUG 24 '83
REFER TO
Ed Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

NOTED
H. S. COULTER

(2) Broadway Extension crossing in Stonington, Connecticut.

SEC. 308. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 309. None of the funds in this Act shall be used to assist, directly or indirectly, any State in imposing mandatory State inspection fees or sticker requirements on vehicles which are lawfully registered in another State, including vehicles engaged in interstate commercial transportation which are in compliance with Part 396—Inspection and Maintenance of the Federal Motor Carrier Safety Regulations of the U.S. Department of Transportation.

SEC. 310. None of the funds contained in this Act shall remain available for obligation beyond the current fiscal year unless expressly so provided herein.

SEC. 311. None of the funds in this Act shall be used to implement, administer, or enforce any regulation which has been disapproved pursuant to a resolution of disapproval duly adopted in accordance with the applicable law of the United States.

SEC. 312. (a) Neither the Secretary of the department in which the Coast Guard is operating nor any other officer or employee of the United States shall approve any project or

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
AUG 22 '83
REFER TO

take any action which would interfere with the reasonable needs of navigation on the Columbia Slough, Oregon.

(b) For purposes of subsection (a) of this section, any bridge which is to be constructed across the Columbia Slough, Oregon, after the date of enactment of this section shall be deemed to provide for the reasonable needs of navigation on the Columbia Slough, Oregon, if such bridge provides at least thirty feet of vertical clearance Columbia River datum and at least eighty feet of horizontal clearance, as determined by the Secretary of the department in which the Coast Guard is operating.

SEC. 313. (a) The City of Gadsden, Alabama, and its successors and assigns are hereby released from all the terms, conditions, reservations, and restrictions contained in the deed dated May 25, 1962, by which the United States conveyed certain real property to the city of Gadsden, Alabama, for airport purposes, insofar as such terms, conditions, reservations, and restrictions relate to the real property described in subsection (b) of this section.

(b) The real property to which the first subsection of this section applies is the real property located in Gadsden, Alabama, which was conveyed to the city of Gadsden, Alabama, by the United States by the deed dated May 25, 1962, and which is described as follows: Commence at the northeast corner of section 19, township 12 south, range 7 east, thence

98TH CONGRESS
1ST SESSION

H.R. 3329

IN THE HOUSE OF REPRESENTATIVES

JULY 15, 1983

Ordered to be printed with the amendments of the Senate numbered

AN ACT

Making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1984, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 1984, and for other purposes, namely:

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1983

In Reply Refer to
File No.:

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Oregon Slough Bridge
Jantzen Beach-Delta Park Interchange Section
Pacific Highway I-5
Multnomah County
BR 16526

RECEIVED
TECHNICAL SERVICES
AUG 3 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appl | File

NOTED
E. S. HUNTER

Enclosed are five reduced prints of Drawings 35894 through 35898, 35437 and 35438 which are the preliminary plan and elevation, stage construction sequence, structure cross sections, retaining wall details and vicinity maps for this proposed replacement structure. Also enclosed are two copies of the hydraulic report for the structure and two copies of the detail map for the Jantzen Beach-Delta Park Interchange Section. The foundation report will be sent when it becomes available.

The alignment, roadway width and sidewalk are in accordance with the standards governing the project. The alignment is an improvement of the existing at the south end of the structure. The gradeline is controlled by the existing I-5 Freeway, and the required vertical clearance for roadways beneath the ends of the structure. The roadway width was established to provide for the required eight lanes of traffic. A sidewalk and bikepath is provided on the east side of the structure separated from the traffic with concrete shoulder barrier.

In 1971 an approved Coast Guard permit was obtained for a fixed-span structure widening of the existing bridge. This permit has now expired since the construction was not started in the allotted time period. A new application for Coast Guard permit has been made.

The original structure was built by Multnomah County in 1917. In 1956 the Oregon State Highway Department widened the bridge by adding an adjacent structure on the east side of the 1917 portion and reconstructing the south approach spans and ramp.

The project consists of widening I-5 throughout the section, reconstruction of the Union-Swift interchange to the north, modification of the Delta Park interchange to the south and reconstruction of the Oregon Slough Bridge with complete removal of the existing slough bridge.

The structure will be constructed in three stages. Six lanes of traffic will be maintained at all times during construction. The present schedule calls for the first stage to be constructed separately. The second and third stages will be constructed in Fiscal Year 1987. There is a possibility that this schedule may change if funds become available.

The pier spacing in the water allows for the new piers to be constructed clear of the existing piers. The bottom of seals is set approximately 20 feet below the existing seals in order to provide for the scour problems evident in the river bed and also for future channel dredging.

Two alternate types of structures were studied. The concrete alternate consists of modified precast prestressed bulb-tee girder spans for 1, 2 and 6 through 9 and the combination of modified bulb-tee girders and cast-in-place box girders post tensioned together for Spans 3, 4 and 5. The estimated structure cost for Stages I, II and III, including an allowance for engineering and contingencies, is $24,500,000. The estimated cost of Stage I, including engineering and contingencies, is $6,500,000.

The steel alternate consists of welded steel plate girders with approximately the same soffit line as the concrete alternate. The estimated structure cost for Stages I, II and III, including engineering and contingencies is $28,500,000. The estimated cost of Stage I, including engineering and contingencies, is $7,500,000. All piers for both alternates are to be pile supported.

Both alternates will be prepared for bids. If Stage I is contracted separately from Stages II and III, the contractor's selection for Stage I will necessitate the use of the same for Stages II and III. Such contracting could possibly result in increasing the total structure cost because of the alternate elimination for Stages II and III.

We feel that the proposed replacement structure is the most economical and feasible type of structure that meets the site and construction requirements. On the basis of the above discussion, we ask that you approve complete replacement of the existing structure.

KAK:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1 set
E. L. Hardt /w/ 2 sets
Cam Gilmour /w/ 1 set
John Grassman /w/ 1 set
Roger Trygstad /w/ 2 sets
Richard Fleming, Utility Specialist Banfield
Transitway /w/ 2 sets

U.S. Department of Transportation

Office of the Secretary of Transportation

Office of Inspector General
Washington, D.C. 20590

NOV 17 1982

Mr. Fred Miller
Director
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

SUBJECT: OIG Report No. UX-0A-3-084

Dear Mr. Miller:

Enclosed is a copy of Defense Contract Audit Agency Report #4201-2A160146 on Contract Audit Closing Statement on contract #FAP7-5-6(59) awarded to Daniel, Mann, Johnson and Mendenhall. We have reviewed the report and determine it to be in satisfatory compliance with your audit request.

Paragraph 3 of report indicates that $91,991 represents allowable costs under the contract. Also, paragraph 4 of report indicates that contractor incurred $26,007 of allowable costs in excess of contract limitations.

You will be receiving an invoice for the cost of above audit services. Should you have any questions, please call Jack Sandler on 202-755-4500(FTS).

Sincerely,

Edwin N. Canady
Director of Resources Management

Enclosure

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FOR
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FOR OFFICIAL USE ONLY

CONTRACT AUDIT CLOSING STATEMENT
SUBMITTED BY
DANIEL, MANN, JOHNSON & MENDENHALL
LOS ANGELES, CALIFORNIA

The Defense Contract Audit Agency has no objection to the release of this report, at the discretion of the Contracting Officer, to the duly authorized representatives of Daniel, Mann, Johnson & Mendenhall.

Under the provisions of Title 32, Code of Federal Regulations, Part 290.26(b)(2) (as amended August 10, 1977), all Freedom of Information Act requests for audit reports received by DCAA will be referred to the cognizant contracting officer for determination as to releasability and a direct response to the requestor.

Contractor information contained in this audit report may be confidential. The restrictions of 18 USC 1905 should be considered before this information is released to the public.

This report may not be released to any Federal agency outside the Department of Defense without the approval of Headquarters, DCAA, except to an agency requesting the report in negotiating or administering its contract.

DEFENSE CONTRACT AUDIT AGENCY
LOS ANGELES REGION
DOWNEY BRANCH OFFICE
INGLEWOOD, CALIFORNIA

NOV 13 8 05 AM '82

AUDIT REPORT NO. 4201-2A160146

DATE OF REPORT 10 NOV 1982

FOR OFFICIAL USE ONLY

DEFENSE CONTRACT AUDIT AGENCY
LOS ANGELES REGION
DOWNEY BRANCH
9920 SOUTH LA CIENEGA BOULEVARD, 10TH FLOOR
INGLEWOOD, CALIFORNIA 90301

IN REPLY REFER TO
4201 /2A160146

10 NOV 1982

SUBJECT: Contract Audit Closing Statement
Contract FAP #7-5-6-(59)
Daniel, Mann, Johnson & Mendenhall
Los Angeles, California
Audit Report No. 4201-2A160146

TO: Department of Transportation
Office of Inspector General
Assistant Inspector General for Policy,
Planning and Resources
Room 7130- JP-10
400 Seventh Street S.W.
Washington, D.C. 20590

1. This cost plus fixed fee contract dated 24 October 1978, provided for preparation of a Draft Environmental Impact Statement-Jantzen Beach Interchange in Multomah County, Oregon. Work commenced October 1978 and was completed June 1979. The contractor's final invoice was dated 31 July 1979.

2. We have examined the contractor's accounting records and financial operating procedures for the purpose of determining whether the amounts claimed for reimbursement by the contractor, as represented by commercial invoices submitted, constitute allowable costs under the terms of the contract. The examination was performed in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as were considered necessary in the circumstances.

3. Based upon our examination, we are of the opinion that $91,991 represents costs which are allowable under the terms of the contract and are therefore reimbursable.

4. Costs of $26,007, which were disapproved because they exceeded the contract amount, are considered allocable and would be otherwise allowable if contractual funding coverage were provided. This statement should not be construed as a recommendation to provide contractual coverage for the overrun.

5. The total fixed fee payable to the contractor, as determined in accordance with the provisions of the contract, is $4,919.

Audit Reporr No. 4201/2A160146

6. This report may not be released to any Federal agency outside the Department of Defense without the approval of Headquarters, DCAA, except to an agency requesting the report in negotiating or administering its contract.

DEFENSE CONTRACT AUDIT AGENCY

for C. A. BONHAM
Branch Manager

Encls
Contractor's Release & Assignment of Refunds (Orig. & 5 Copies)

Copy furnished
Addressee (2 copies)

CONTRACTOR'S RELEASE AND ASSIGNMENT
Contract No. SAP 75-6 (59)

Pursuant to the terms of the Contract dated October 19, 1978, and in consideration of the sum of Ninety-six Thousand Nine Hundred Ten Dollars ($96,910.00) lawful money of the United States of America, Ninety-four Thousand Nine Hundred Seventy-one Dollars and Eighty Cents ($94,971.80) of which has already been paid and One Thousand Nine Hundred Thirty-eight Dollars and Twenty Cents ($1,938.20) of which is to be paid by the State of Oregon, Department of Transportation (hereinafter the "Client") under the above mentioned Contract with DANIEL, MANN, JOHNSON, & MENDENHALL/HILTON (hereinafter the "Contractor") or its assignees, if any, the Contractor, upon payment of said sum by the Client, does hereby:

1. Remise, release and discharge the Client and the United States of America (hereinafter the "Government") and their officers, agents, and employees of or from all liabilities, obligations, claims, and demands whatsoever under or arising from the Contract, except:

a. Claims, together with reasonable expenses incidental thereto, based upon the liabilities of the Contractor to third parties arising out of the performance of the said Contract, which are not known to the Contractor on the date of the execution of this release and of which the Contractor gives notice in writing to the Client within the period specified in the said Contract.

2. Agree, in connection with claims which are not released as set forth above, that it will comply with all of the provisions of the said Contract, including without limitation those provisions of the said Contract relating to notification to the Client and relating to the defense or prosecution of litigation.

3. Assign, transfer, set over and release to the Client all right, title, and interest to all refunds, rebates, credits or other amounts (including any interest thereon) arising out of the performance of the said Contract, together with all the rights of action accrued or which may hereafter accrue thereunder.

4. Agree to take whatever action may be necessary to effect prompt collection of all refunds, rebates, credits, or other amounts (including any interest thereon) due or which may become due, and to promptly forward to the Client checks for any proceeds so collected. The reasonable costs of any such action to effect collection shall constitute allowable costs when approved by the Client as stated in the said Contract and may be applied to reduce any amounts otherwise payable to the Client under the terms hereof.

5. Agree to cooperate fully with the Client as to any claim or suit in connection with refunds, rebates, credits or other amounts due (including

any interest thereon); to execute any protest, pleading, application, power of attorney or other papers in connection therewith; and to permit the Client to represent it at any hearing, trial or other proceeding arising out of such claim or suit.

IN WITNESS WHEREOF, this Release and Assignment has been executed this 1st day of September, 1982.

DANIEL, MANN, JOHNSON, & MENDENHALL/
HILTON

By L.A. Ehrig

Printed L.A. Ehrig

Title Vice President

CERTIFICATE

I, C.L. Carlson, certify that I am the Secretary of the corporation named as Contractor in the foregoing Release and Assignment; that L.A. Ehrig who signed said Release and Assignment on behalf of the Contractor was then Vice President of said corporation; that said Release and Assignment was duly signed for and in behalf of said corporation by authority of its governing body and it is within the scope of its corporate powers.

C.L. Carlson

(Corporate seal)

PRO

September 22, 1982

Bebe Rucker, Senior Planner
Multnomah County
Engineering Services
2115 S. E. Morrison Street
Portland, OR 97214

Dear Bebe:

I delayed my reply to your September 3 letter concerning the status of the Oregon Slough Bridge project until we completed our balancing act for Fiscal Year 1983 in light of federal legislation, 1982 project costs and project schedules for FY 1983.

It appears that both units of the Slough Bridge can be financed. We have scheduled Unit 1 construction for the Fall of 1983. This schedule is based on our estimated time to acquire the right-of-way. We are working to ready it for an earlier contract date in the event that additional federal funds become available.

Construction of Unit 2 is scheduled for the Fall of 1986. This date should advance with our biennial update of the Program which we started this month. As part of that process, we will be looking for input from the Tri-County area.

Robert N. Bothman, P.E.
Assistant State Highway Engineer

RNB:lb

bc D. H. Moehring

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREOGN 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

September 3, 1982

Mr. Robert Bothman
O.D.O.T.
Transportation Bldg.
Salem, Oregon 97310

Dear Bob:

In the current 6-Year Highway Improvement Program the I-5 Slough Bridge Project is shown in years 1984 (northbound) and 1987 (southbound). Both projects have an asterisk designation stating "Our ability to fund this project is unknown. . ." Since the state gas tax measure did not pass, what is the current status of ODOT to match these projects?

Sincerely yours,

Bebe Rucker

Bebe Rucker
Senior Planner

BR:dh

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NOTED
ROBERT N. BOTHMAN

ROGRAM MANAGEMENT SECTION
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SEP 14 1982
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FILE: PM FA LG.

9903

I-5N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 12, 1982

TO: STEVE GREEN
Metro R/W Supervisor

File No: 626-1923

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Jantzen Beach-Delta Park Interchange
I-5

Roger Jarmer had asked if traffic would be allowed to drive under the Oregon Slough Bridge at the south side of Hayden Island when the new project is complete as it does today. Our intent is to allow traffic to continue under the north end of the Oregon Slough Bridge allowing traffic to flow between Hayden Island property on either side of the I-5 Freeway.

Any encumbrances that exist on the existing right-of-way, deeds or agreements for the purposes of utilities or traffic in the roadway area should also be reflected in the new right-of-way acquisition.

po

cc: E. L. Hardt
D. R. Adams
C. H. Duval
D. E. Fantz

Yes. RDD

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ROAD DESIGN SECTION

DES 16

June 3, 1982

James D. McClure
Project Development Manager

Donald R. Adams
Final Design Engineer

Jantzen Beach-Delta Park Interchange
Interstate 5
Multnomah County

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The right-of-way parcels necessary for the northbound structure, which is the first phase of construction on the subject project, are as follows:

File 51895, Parcels 1, 2, and 3

File 51896, Parcels 1 and 2

File 44469, Parcel 1

The Bridge Section advises us that they won't get started seriously on design until October, 1982 and they could make a December schedule which the PMS run shows.

DRA:ja

cc J. B. Boyd

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 25, 1982

TO: DONALD R. ADAMS
Final Design Engineer

File No: 626-1923

FROM: JAMES D. McCLURE
Project Development Manager

SUBJECT: Jantzen Beach-Delta Park Interchange, I-5

The right-of-way acquisition is scheduled to take 18 months for this project. The first stage of the project, the northbound structure, is scheduled for bid letting in October 1983. This does not allow time for all right-of-way acquisition. Please identify which right-of-way parcels are necessary for the first phase of construction. Right-of-way funds have been obligated and fee appraisers are being hired. The Right-of-Way Section will need to work on the parcels you identify first to meet the bid letting schedule.

JDM:DEF:po

cc: Curt Duval
Don Fantz
Erik Ingebretson

1 Verstoeg ✓
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5-10-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMIN RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-5-6(63)309
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: I-535
2A. COUNTY NAME: Multnomah
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/10/82
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION: Jantzen Beach Section
11. GENERAL DESCRIPTION OF WORK: Right of Way
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [xx] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4/23/82 I approve the relocation plan dated 8/6/81.

Also, as requested, you are now authorized to proceed with all phases of right of way acquisition of files 44469, 51894 through 51898 and 51901 as shown on R/W map 9B-18-12 at a TEC of $1,020,000 Federal Funds $940,950.

Federal participation is limited to that right of way actually incorporated in the final location of the project.

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14. DATE: 5/10/82
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hassmer
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 21-2
1 5.E
-51

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

April 23, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. I-5-6(63)309
Jantzen Beach Section
Multnomah County

I request authorization to proceed with the actual acquisition of files 44469, 51894 thru 51898 and 51901 on the subject project. The properties to be acquired are as outlined in red on the enclosed copy of right of way map 9B-18-12. The estimated total cost of these additional parcels is $1,020,000 which will involve an increase in project financing as follows:

	Total Cost	Federal Funds	%
Previous Authorization	$1,990,000	$1,835,700	92.25
Additional Requested	1,020,000	940,950	
TOTAL	$3,010,000	$2,776,650	

Enclosed for your approval is a relocation plan dated August 6, 1981 which indicates relocation assistance and involves moving of one business for this additional right of way.

Assurances regarding the availability of replacement housing is not required since no relocation of individuals is involved. Relocation assistance for the one business will be provided from the Metropolitan Right of Way Office at 5821 N.E. Glisan St. in Portland.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

REGIONAL PLANNING COUNCIL
OF CLARK COUNTY

1408 Franklin St. p.o. box 5000
Vancouver, Wash. 98668-5000
phone 1 206 699-2361
zoning 1 206 699-2394

Executive Director
Richard T. Howsley, AICP

December 10, 1981

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
122 Transportation Building
Salem, Oregon 97310

Dear Mr. Yturri:

I want to thank the Oregon Transportation Commission for listening to statements in support of the Slough Bridge project, and for the Commission's recommendation to reconstruct the northbound structure in 1984, and the southbound structure in 1987. Interstate 5 is recognized as one of the most vital transportation facilities for passenger travel and goods movement in the Portland/Vancouver Metropolitan Area. The existing Slough Bridge is the most significant congestion bottleneck on I-5 North; its reconstruction proposed for 1984 and 1987 will alleviate this problem.

The Slough Bridge project is an essential part of the total Interstate 5 improvement program, presently being carried out in both Washington and Oregon. For over 12 years, various proposals and designs for the Slough Bridge problem have been studied. The project has been anticipated for years, only to see it delayed, and have traffic congestion continue to worsen, creating an intolerable situation. This year's Commission recommendation to program the Slough Bridge for reconstruction in 1984 and 1987 is met with great appreciation by the Regional Planning Council, Clark County Commissioners, and the Vancouver City Council.

Very respectfully,

Michael G. Langsdorf
Chairman

MGL/bu

cc: Clark County Board of Commissioners, Vancouver City Council

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Vancouver, WA
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706 Raising bridge hopes

We aren't naive enough to think our recent editorial grumbling caused the Oregon Department of Transportation to revise its highway priorities last week. We're delighted that the department has done so, however, and that reconstruction of the infamous Columbia Slough bridge now seems a likely candidate for early action instead of being consigned to some far-off, indefinite future.

The explanation the Oregon Transportation Commission gave Thursday was that diverting more of the state's limited highway resources to Portland-area projects would provide more and quicker job opportunities at a troubled time in the state's economy.

Quite so. And it makes also sense, as we said earlier, to hold back on Interstate 82 in eastern Oregon and get cracking on the Slough bridge bottleneck that does more to jam up interstate traffic than the bridge over the Columbia River itself.

Whether the Oregon highwaymen can get started soon, as they hope to do, will depend on whether the fund-juggling produces enough dollars to begin the project. The headquarters folks in Salem will make the calculations and probably have the answer within a couple of weeks.

The plan splits the overall Slough bridge project into two phases. The speeded-up project would be reconstruction of the bridge itself, but the related interchange work still would not be done until later. Expanding the bridge from six to eight lanes would take care of the capacity problem — eliminating the backup on Interstate 5. But, as noted by Bob Bothman, metropolitan area administrator for the Oregon department, it would not solve the safety problem. That is, the needed improvements in the vertical and horizontal alignments of the interchanges.

We'll take what we can get, however. The new order of Oregon priorities also calls for completion of Interstate 205 in Oregon, along with opening of four lanes of the 205 bridge over the Columbia, by late 1983. The 205 opening in Oregon will take some of the pressure off the I-5 crossing. Then, if the rebuilt Slough bridge is ready in 1986 as hoped, the trip between Vancouver and Portland should be a lot more manageable.

Go for it, Salem.

November 17, 1981

PLA 6

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
c/o Yturri, Burnham, Rose and Ebert
89 S. W. Third
Post Office Drawer S
Ontario, Oregon 97914

Dear Tony:

In response to your letter of November 2, enclosed are suggested replies to the following:

(1) City of Vancouver
(2) City of Hillsboro
(3) City of Lebanon
(4) Metropolitan Service District

The letter from Multnomah County concerning the proposed hydro-electric generating facility on the Sandy River has been referred to our Chief Counsel for handling.

Sincerely,

F. B. Klaboe
Director

Enc.

fn

bc H. S. Coulter
D. H. Moehring
E. L. Hardt
R. N. Bothman

SUGGESTED REPLY FOR CHAIRMAN YTURRI
November 17, 1981

The Honorable Jim Justin
Mayor, City of Vancouver
Post Office Box 1995
Vancouver, Washington 98668

Dear Mayor Justin:

Thank you for your letter supporting construction of the Jantzen Beach-Delta Park Interchange project. It is unusual to receive comments from out of state, but your views do point out the regional nature of our decision.

Your concerns are shared by the Oregon Transportation Commission. We recognize the unique traffic problems of the Portland Metropolitan Area but, at the same time, realize that the solutions require substantial financial resources. Our present plan for the Jantzen Beach-Delta Park Interchange project carries a price tag in excess of $50 million. Considering our current financial resources, it would be difficult for us to include this project for construction in the final program. More likely, we will include funds for further planning in order to ready it for contract in the event additional revenue becomes available.

Again, thank you for your comments. Your support has certainly increased the Commission's interest in this project. Hopefully, sometime in the near future, we will be able to respond to that problem in a more concrete manner.

Sincerely,

Anthony Yturri
Chairman

bc H. S. Coulter
R. N. Bothman
D. H. Moehring
SHM:pf fn

CITY OF VANCOUVER, WASHINGTON
City Hall, 210 East 13th St. - P. O. Box 1995
Vancouver, Washington 98668

October 21, 1981

Anthony Yturri, Chairman
Oregon Transportation Commission
122 Transportation Building
Salem, OR 97310

Dear Mr. Yturri:

The Vancouver City Council has considered the proposed Oregon Department of Transportation Six-Year Highway Program at its meeting on October 19. The purpose of this letter is to relate to you Council's position opposing deletion of the Slough Bridge from this plan.

Interstate 5 is recognized as, perhaps, the single most important transportation facility in the Portland-Vancouver Metropolitan Area. It is of vital importance to passenger travel and goods movement within the region and is a significant link for inter-regional travel along the Pacific Coast.

The importance of Interstate 5 to the Metropolitan Area is borne-out by its high traffic volume. Interstate 5 is the most heavily travelled north-south artery in Portland. Because of its high traffic volumes, Interstate 5 suffers from severe traffic congestion and safety problems, particularly during peak hours.

The Jantzen Beach-Delta Park Interchange at the Oregon Slough is the most significant bottleneck on Interstate 5 north. Daily traffic volumes exceed the roadway's capacity between the Jantzen Beach-Union/West Marine Interchange, and just south of the Union/West Marine Interchange with average daily traffic of 104,000 and 75,000 vehicles respectively. Traffic congestion during the evening peak hour averages one hour and 45 minutes, and often extends to three hours. Typically, speeds range from 8 to 20 miles per hour during this period.

Substandard structural conditions, outdated ramp design, and congestion on the Slough Bridge contributed to more than 290 reported accidents, and the injury of 200 people between 1971 and 1976. The congestion and accidents are getting worse and will continue to worsen until this intolerable situation is improved.

The Jantzen Beach-Delta Park Interchange reconstruction project will alleviate the present weave-merge problems, and add vitally needed capacity to the most heavily congested portion of Interstate 5 north. The project will also reduce the projected accident rate by 20%.

Clearly, this is a project which merits being the Portland-Vancouver region's #1 priority, and must not be deleted from the Oregon Department of Transportation's Six-Year Program.

The Jantzen Beach-Delta Park reconstruction project has been anticipated for many years and is an essential part of the total Interstate 5 improvement program.

It is the sincere request of the City Council that the Commission give serious thought to addressing the problems on Interstate 5 north, and most particularly, to rescheduling the Jantzen Beach-Delta Park Interchange as a high priority project for funding in the Oregon Highway Six-Year Improvement Program.

Sincerely,

Jim Justin

JIM JUSTIN
Mayor

JJ:m

cc: Board of Clark County Commissioners
Dick Howsley, MPO

PLA

November 13, 1981

Richard T. Howsley, AICP
Executive Director
Regional Planning Council of Clark County
1408 Franklin Street
P. O. Box 5000
Vancouver, WA 97668

Dear Mr. Howsley:

Your November 2 letter to Mr. Yturri concerning the Jantzen Beach-Delta Park Interchange project has been referred to me for reply. The Oregon Transportation Commission has now concluded a series of public meetings to advise the public and solicit their input on highway construction for the next six years.

The Commission has scheduled a workshop on the Six-Year Program prior to their regular meeting next week. Your concerns will no doubt be aired at the session along with like concerns for many other projects they heard about during the course of their many public meetings.

Final adoption of the Six-Year Program will probably not occur until sometime in January of 1982.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

cc Chairman Anthony Yturri

DHM:pf 1b

bc F. B. Klaboe
D. H. Moehring
E. L. Hardt
R. N. Bothman

REGIONAL PLANNING COUNCIL
OF CLARK COUNTY

1408 Franklin St. p.o. box 5000
Vancouver, Wash. 98668
phone 1 206 699-2361
zoning 1 206 699-2394

Executive Director
Richard T. Howsley, AICP

November 2, 1981

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
122 Transportation Building
Salem, Oregon 97310

Dear Mr. Yturri:

The Regional Planning Council has reviewed the ODOT Preliminary Six-Year Highway Improvement Program, and is concerned about the deletion of the Jantzen Beach-Delta Park Interchange. If this project is dropped from the Six-Year Program, a serious blow will be delivered toward completing the Interstate 5 improvement program. The enclosed Resolution confirms the Council's staunch support for the Slough Bridge improvement project.

Reconstruction of the Jantzen Beach-Delta Park Interchange will relieve the major bottleneck on I-5. Without the completion of the project, evening peak hour congestion, ranging from one hour and 45 minutes to three hours, will continue. Deletion of the project will also perpetuate the high incidence of accidents on this highway link. Completion of the Slough Bridge project will add vitally needed capacity, and will alleviate the weave-merge problems.

The Council asks that during the Commission's deliberations, serious consideration is given to the problems on Interstate 5. Most importantly, consider the Council's request to reschedule the Jantzen Beach-Delta Park Interchange as a high priority project for funding in the 1982 Oregon Six-Year Highway Improvement Program.

Sincerely,

Richard T. Howsley, AICP
Executive Director

RTH/bu

Enclosure

RESOLUTION NO. 80-10-05

FOR THE PURPOSE of urging the Oregon Transportation Commission to include the Slough Bridge in the Six-Year Highway Improvement Program.

WHEREAS, the Regional Planning Council of Clark County has been designated by the Governor of the State of Washington as the Metropolitan Planning Organization; and

WHEREAS, the Oregon Department of Transportation has proposed to delete the Slough Bridge from the Six-Year Highway Improvement Program; and

WHEREAS, the Slough Bridge is the most significant bottleneck along the north portion of Interstate 5, causing traffic congestion and high accident rates; and

WHEREAS, the reconstruction of the Slough Bridge would alleviate the weave-merge problems, add vitally needed capacity, and improve safety;

NOW, THEREFORE, BE IT RESOLVED that the Regional Planning Council urge the Oregon Transportation Commission to reschedule the Slough Bridge as a high priority project for funding in the Oregon Six-Year Highway Improvement Program.

ADOPTED this 28th day of October, 1981, by the Regional Planning Council of Clark County.

REGIONAL PLANNING COUNCIL
OF CLARK COUNTY

Michael D. Langdon
Chairman

ATTEST:

Richard D. Hunley
Executive Director

DL/bu

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
PRO 3

TO: H. S. Coulter
State Highway Engineer

DATE: August 13, 1981

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Jantzen Beach/Delta Park Interchange
Oregon Slough Bridge
Pacific Highway

NOTED
H. S. COULTER

With regard to Bothman's July 28 letter concerning a schedule for constructing the Jantzen Beach/Delta Park Interchange-Oregon Slough Bridge project, I have the following recommendations:

1. That we schedule right-of-way acquisition in the Six-Year Program for Fiscal Year 1984.

2. That we continue with preparation of the final plans as the regular workload will permit, with a goal of having them completed by Fiscal Year 1986.

ESH:ja

Attachment

cc/enc. J. H. Versteeg

cy Bothman 8/17 FYI.

Bob. I expect to get as full out of 6 Yr. Program update, a prioritization type schedule for all interstate work remaining. Both Gops and AR. From that we can make defendable decisions on scheduling the work. HSC

RECEIVED
STATE HWY ENGR
AUG 14 '81
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cy Moehring 8/17

STATE OF OREGON
Department of Transportation
Metropolitan Branch

NOTED
H. S. COULTER

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 28, 1981

TO: E. S. HUNTER, Asst. State Highway Engineer
Technical Services

File No: 626-1923

FROM: R. N. BOTHMAN
Metropolitan Administrator

RECEIVED
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SUBJECT: JANTZEN BEACH/DELTA PARK INTERCHANGE, PACIFIC HIGHWAY
OREGON SLOUGH BRIDGE

An attempt has been made to phase the Jantzen Beach/Delta Park interchange project, in order to facilitate moving forward with at least a portion of the $35 million project.

The project involves two objectives: 1) to remove the bottleneck caused by the six lanes on the Slough Bridge, and 2) to remove the safety hazards of the vertical and horizontal alignment on I-5.

I recommend that the congestion problem be the number one priority and that funds be devoted to replacement and widening of the bridge rather than reconstruction of the freeway section through the interchange.

I recommend that we develop a strategy in order to move this project forward:

Phase 1	Right-of-way acquisition	$ 1.25 million
Phase 2	Construction of one-half of the northbound structure, removal of the existing northbound structure, and construction of the other half of the northbound structure.	$16.2 million
Phase 3	Removal of the existing southbound structure and construction of the new southbound structure	$ 9.5 million
Phase 4	Completion of the interchange construction	$ 8.1 million

If you were to adopt such a scheme, and if the Division chose to proceed with right-of-way acquisition, then it would be necessary to formulate the contracts generally around construction of the northbound structure, the southbound structure, and the interchange.

RNB:PE
Attachments

xc: H. S. Coulter w/attachments

Strategy doesn't create money - we either need to knock a bit in the head or get this 16 gone our current expectation of funds.

E.S.H. — what one of your thoughts?

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 22, 1981

File No: 626-1923

TO: R. N. BOTHMAN
Administrator

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Jantzen Beach/Delta Park Interchange Project
Staging

The staging of the subject project has been restudied and the following conclusions have been drawn:

1. Construction of the structure as the first order of business would cost $24 million plus the necessary interchange revisions.

2. The interchange revisions necessary would be:

   a. Swift Highway to Vancouver ramp.
   b. A domino effect causing changes to the Union/Vancouver ramp, Union/Swift Highway ramp, and northbound to Swift Highway ramp.
   c. Alteration of the southbound to Union ramp.
   d. Replacement of the southbound to Swift Highway ramp.
   e. The Jantzen Beach ramps

   This work would be approximately $1.5 million.

3. This makes an initial package of $25.5 million to contract the entire structure.

4. The structure, by necessity, is to be constructed in three phases. Phase 1 constructs approximately one-half of the northbound structure, is estimated to cost $6.8 million and takes approximately 12 months to construct. Phase 2 removes the existing northbound structure and constructs the other half of the northbound structure. This construction is estimated at $8.5 million (including $1.6 million for removal) and would take approximately 18 months to build.(Construction through phase 2 plus corrective interchange work would basically give the relief to the p.m. traffic problem at a cost of approximately $16.2 million. The only temporary ramping involved would be the ramp connecting Union Avenue to the Swift Highway; however, this temporary ramp would require additional right-of-way.

5. Phase 3 construction would remove the existing southbound span and build the total new southbound structure for an estimated cost of $9.125 million (including $1.215 for removal). Ramp ing would be approximately $0.4 million. During this construction, all southbound traffic would be detoured to the

Erb
I. Phase 1 & 2 $16.2 mil
II Phase 3 $9.525
III Phase 4 $8.15
Phase 1 & 2 could be split but it might be messy
I.A - Contract Ramps $1.1 mil
I.B - Contract Phase 1 6.6 mil
I C. Contract Phase 2 8.5 mil
Timing would be MOST critical. Don

new northbound structure. Utilizing the sidewalk area, four 12-foot lanes northbound and three- 12 foot lanes southbound could be provided. Continuation of construction through phase 3 would eliminate a great deal of confusion to the motoring public. Phase 3 would also require alteration of the southbound to Vancouver ramp and relocation of the southbound to Swift Highway ramp. Estimated construction time is 18 month.

6. A major telephone cable will have to be relocated prior to the construction of phase 1.

7. The overpass structure for Union Avenue and the remaining work could be phased at a later date as money becomes available. Without this additional width, the transit capability does not exist, nor does the full use of the structure due to two lane capability of the existing freeway south of the bridge.

8. The time frame is as follows:

   a. Six months for telephone relocation.
   b. Twelve months for phase 1.
   c. Eighteen months for phase 2.
   d. Eighteen months for phase 3.
   e. Twenty-four months for remaining work.

   This amounts to a total of six and one-half years.

9. Financing required for the above:

a.	Telephone relocation	$0.00 million
b.	Phase 1 structure (Structure 6.6 million plus ramping 1.1 million)	7.7
c.	Phase 2 structure and removal	8.5
d.	Phase 3 structure, removal and ramping	9.525
e.	Phase 4 All	8.15

   These estimates are based on today's prices.

10. Suggested phasing is as shown. This allows for major relief for northbound traffic in two and one-half years after contracting. Allows for relief for southbound traffic four years after the initial contract and a completed facility in six years.

po

JANTZEN BEACH-
DELTA PARK

I-5

PHASE 1

PHASE 2

PHASE 3

PHASE 4

TELEPHONE ADJ.

YEAR 0

YEAR 1

YEAR 2

YEAR 3

YEAR 4

YEAR 5

YEAR 6

YEAR 7

NEW CONSTRUCTION

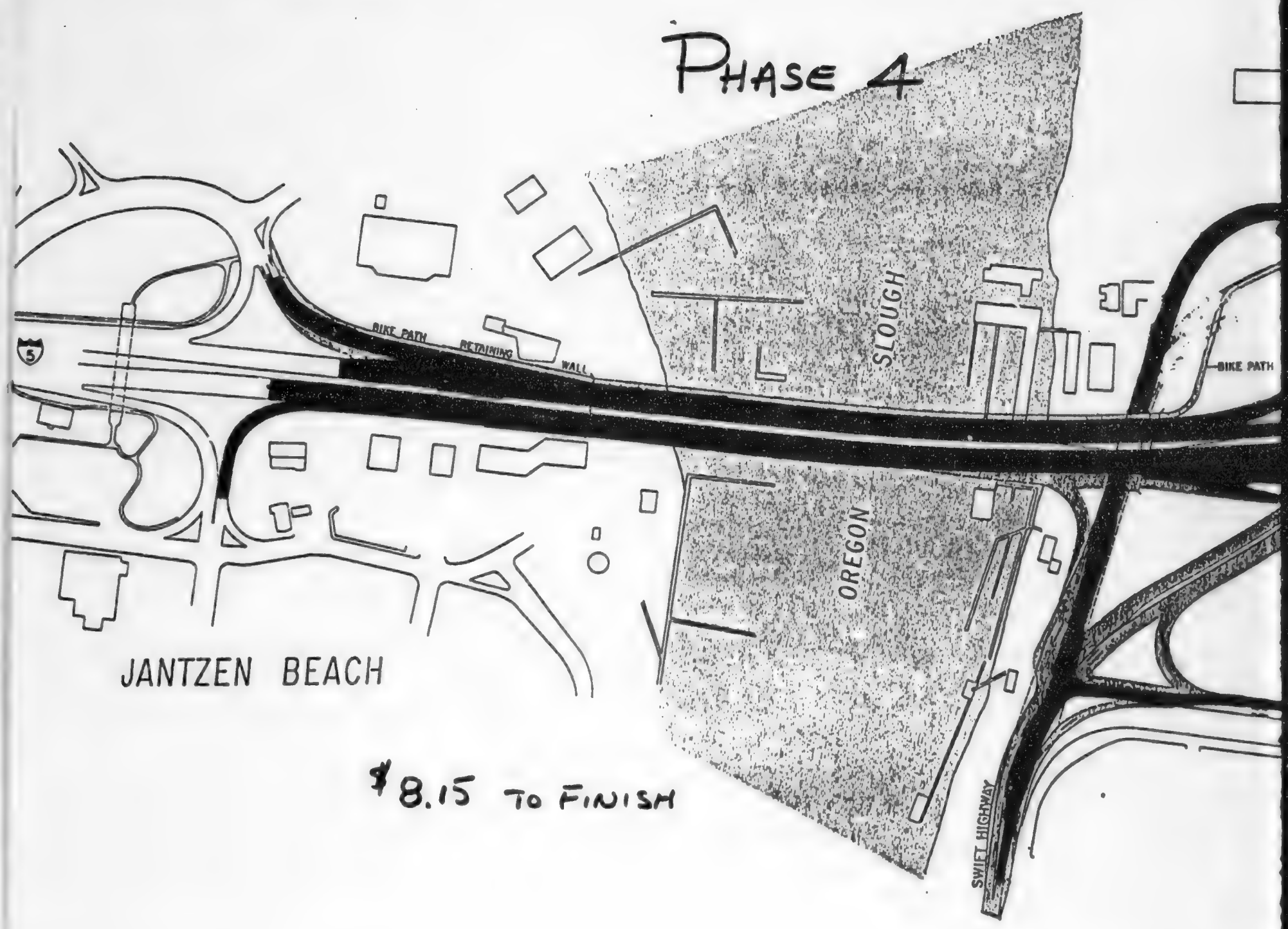
REMOVE EXISTING ROADWAY

MEDIAN

TRAFFIC SIGNAL

N

PHASE 4



$8.15 TO FINISH

ASE 4

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N. MARINE DR.

N. UNION AVE.

99

N. UNION COURT

DELTA

SLOUGH

BIKE PATH

OREGON

SWIFT HIGHWAY

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PLAN

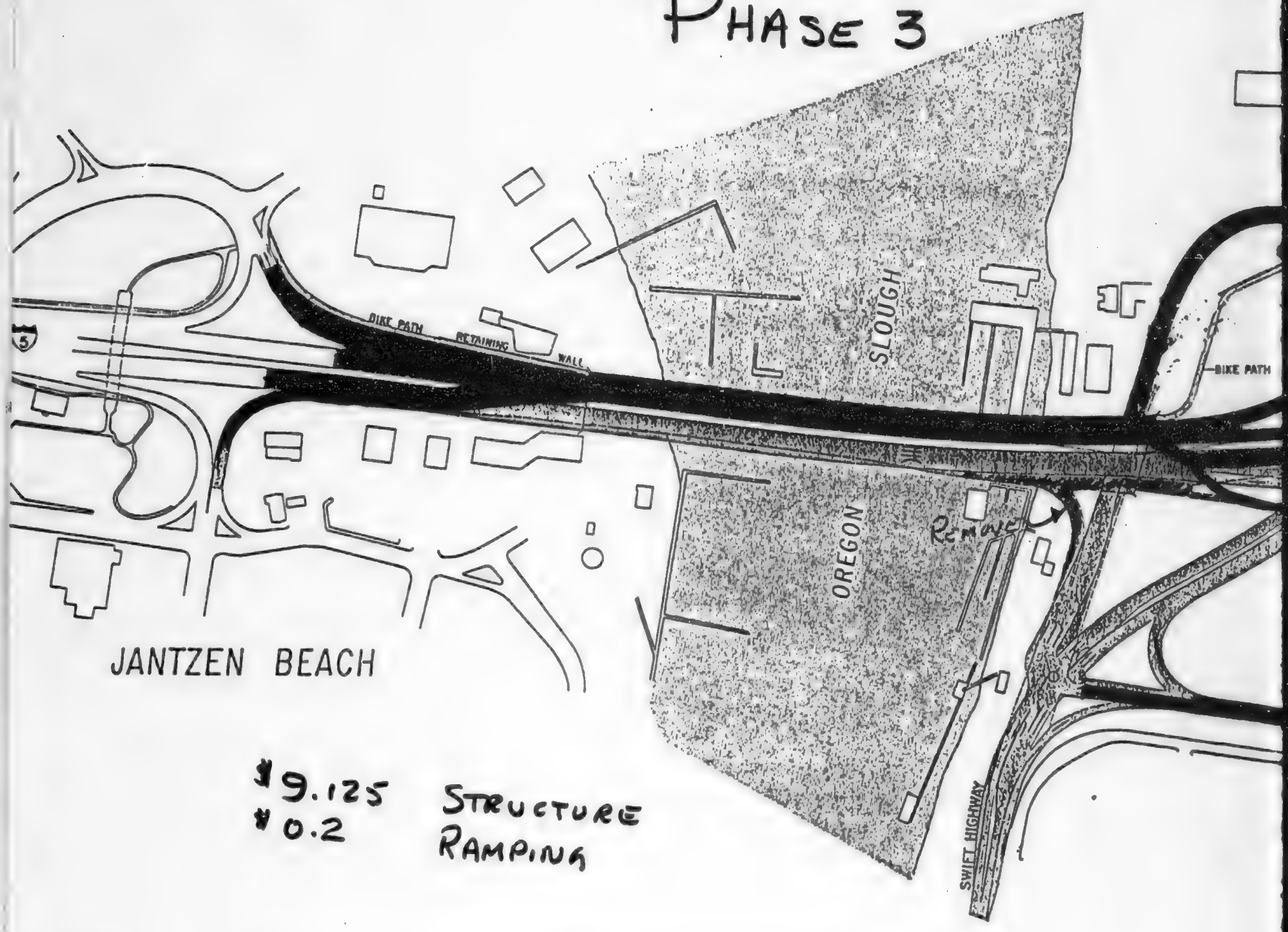
NEW CONSTRUCTION

REMOVE EXISTING ROADWAY

MEDIAN

TRAFFIC SIGNAL

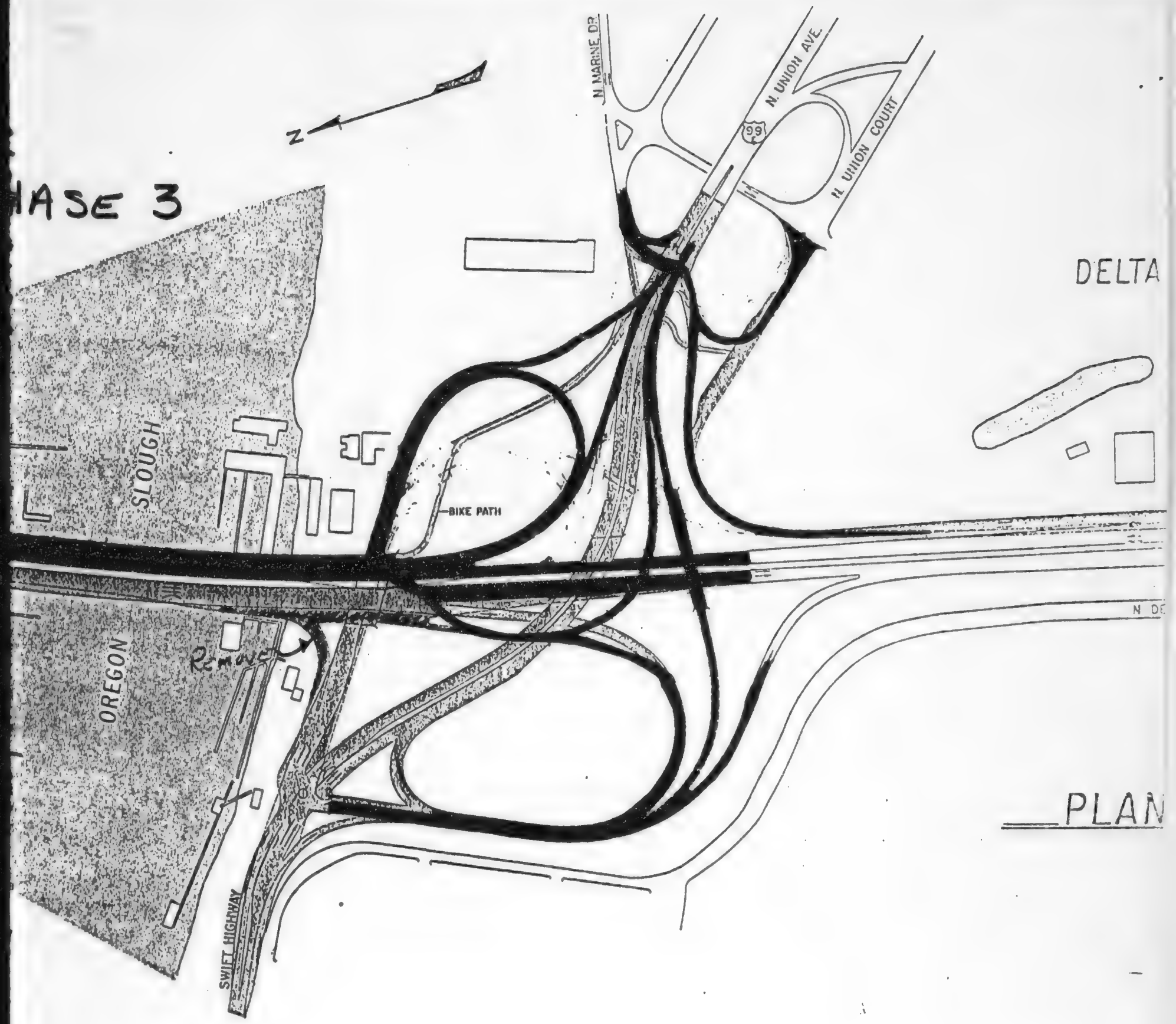
PHASE 3



$9.125 STRUCTURE

$0.2 RAMPING

HASE 3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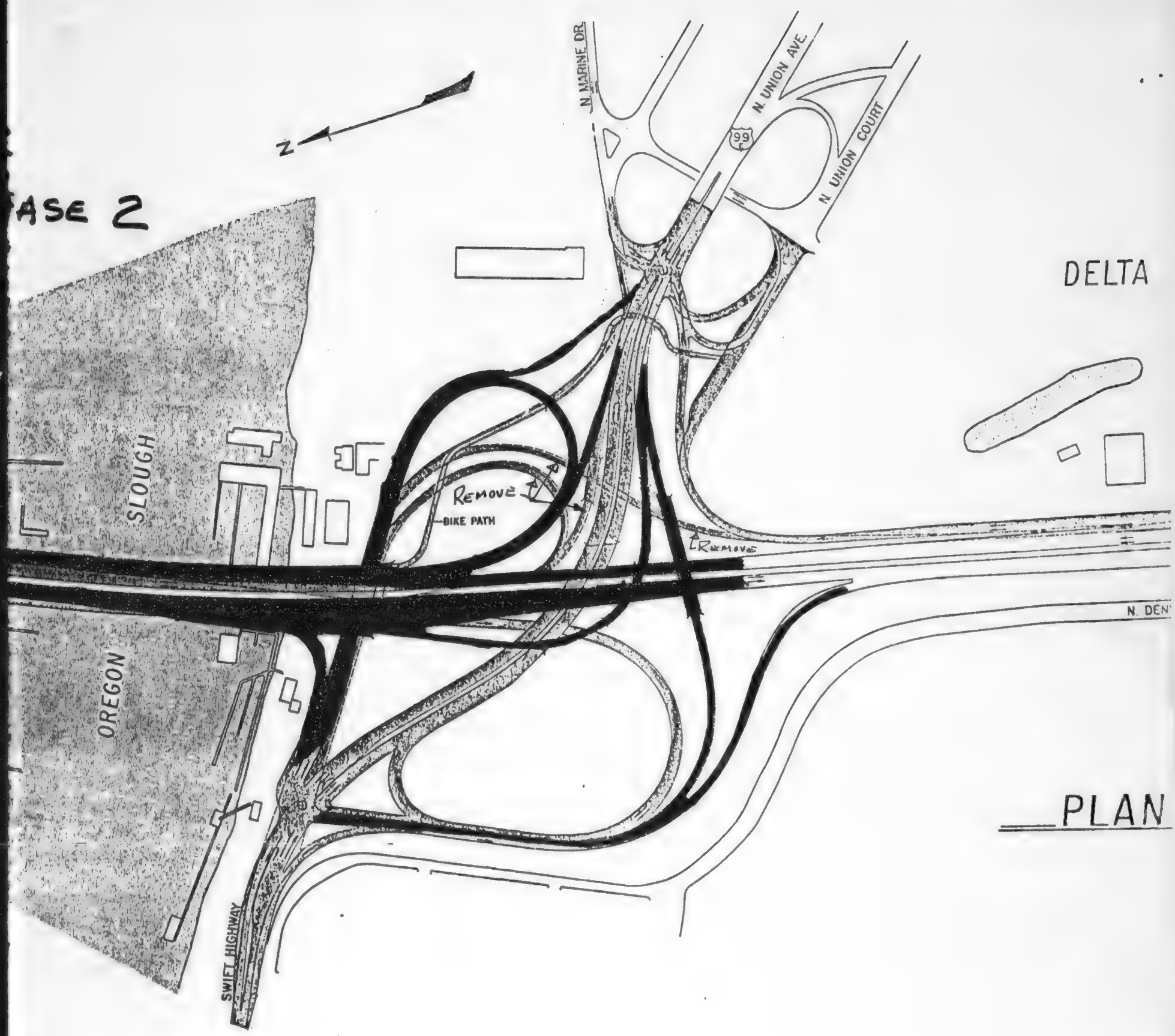
NEW CONSTRUCTION
REMOVE EXISTING ROADWAY
MEDIAN
⊕ TRAFFIC SIGNAL

PHASE 2

#8.5 STRUCTURE

ASE 2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PLAN

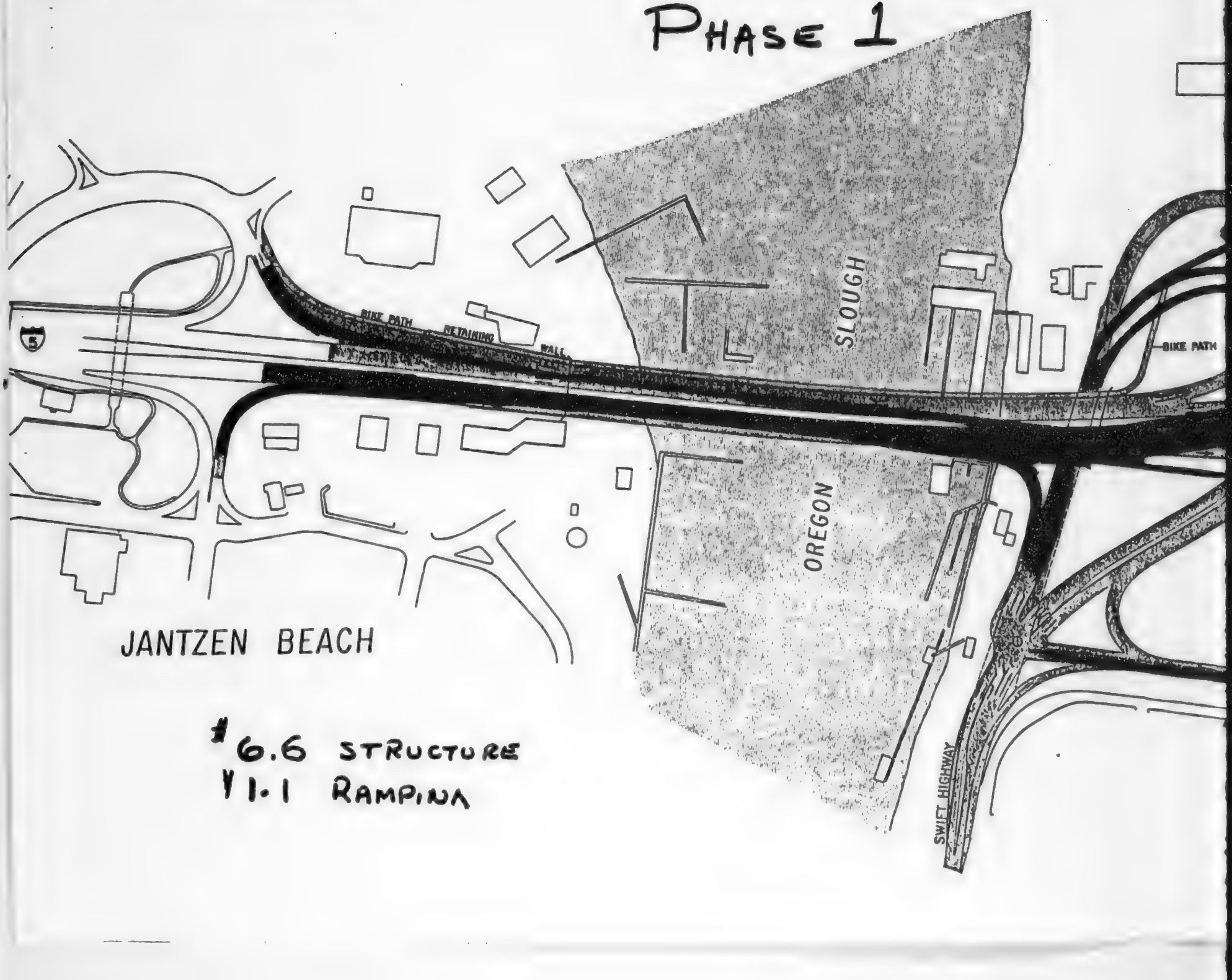
NEW CONSTRUCTION

REMOVE EXISTING ROADWAY

MEDIAN

⊕ TRAFFIC SIGNAL

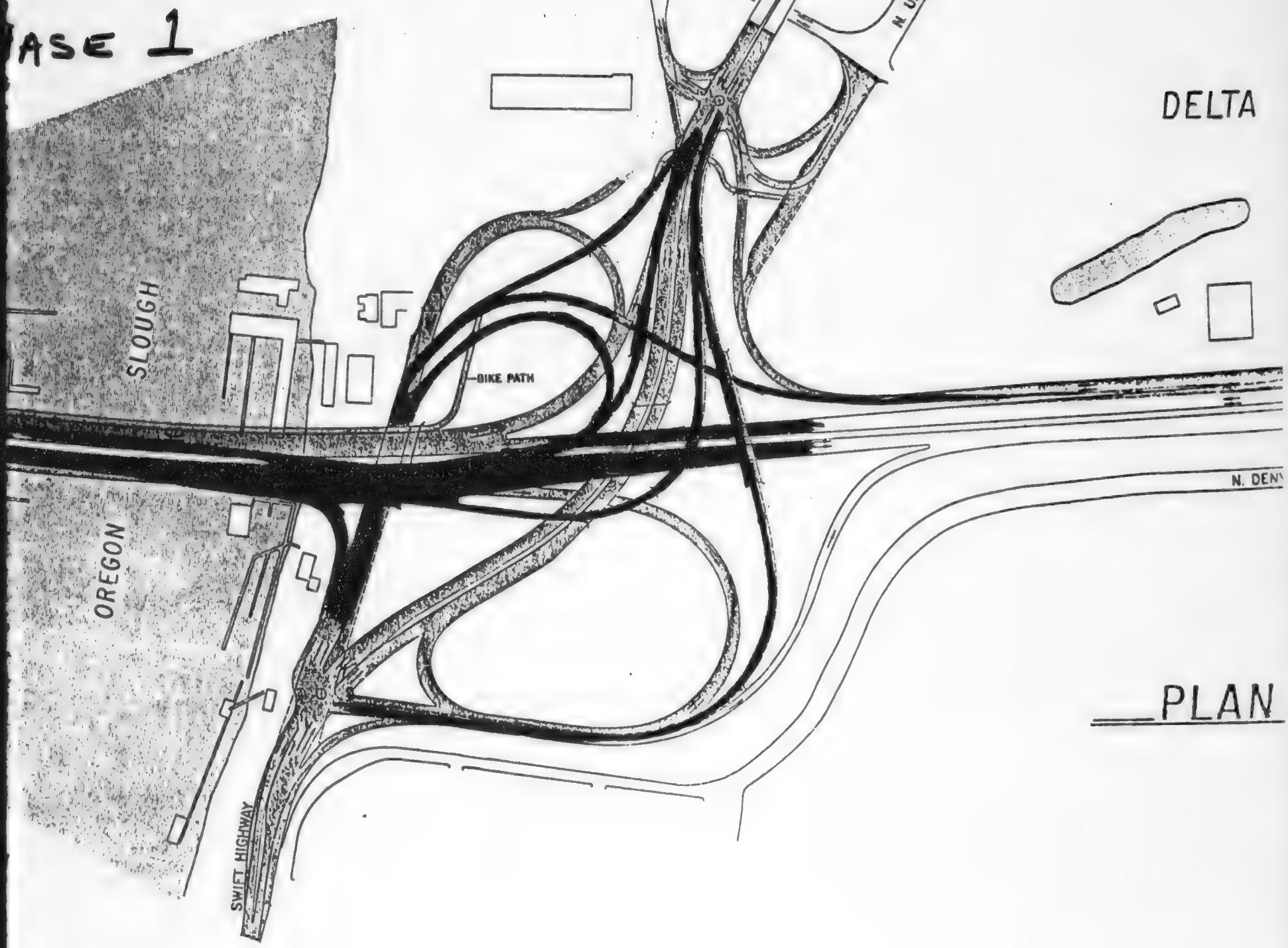
PHASE 1



#6.6 STRUCTURE

Y1.1 RAMPING

ASE 1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SWIFT HIGHWAY

PLAN

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-6558

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: July 20, 1981

From: W. H. Wakerlig
R/W Descriptions Engineer

Subject: Jantzen Beach-Delta Park Interchange
Pacific Highway
Multnomah County

Right of Way descriptions and maps are complete on the subject project. Estimated costs are $57,000,000 of FAI monies exclusive of right of way purchase.

This project appears on the contract letting schedule for the fiscal fourth quarter of 1985.

If you approve transmittal of this data to the Right of Way Section please so indicate on a copy of this letter and return it to this office for further processing.

WHW:rlr

CC: J. H. Versteeg
J. B. Boyd

E S Hunter

Date 7-28-81

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Contains Recycled Materials
81-125-1387

SP*75683-1

1985 OR Slough Br. Sec, Pacific 9903
Highway in Portland.
(gr, pav, str, sign, illum, sig.) #3

9903 — I-5 N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: Oct. 13, 1980

TO: A. D. OISON
Preliminary Design Engineer

File No: 626-1923

FROM: K. D. LIMBOCKER
Design Engineer

SUBJECT: Revisions as of Sept. 30, 1980
Jantzen Beach/Delta Park
Pacific Highway/I-5
Multnomah County

In response to your revisions, the following comments:

1. Metro Agreeable

2. Metro Agreeable

3. Basic configuration is all right; however, additional time and some experience in the public reaction and usage patterns will help determine metering placement (L.E. George letter of 10/12/80 noted).

4. Metro Agreeable

5. Design has some doubts, but Traffic is agreeable.

6. There is still preference for the original design. The two left lanes are destined for Union Avenue, the right lane for Vancouver. The way the majority of Oregonians handle a weave is to do it as soon as possible. This presents a safety hazard from the Denver traffic coming through the rigid frame.

7. Design and Traffic agree that the auxiliary lane is not needed and, in fact, could create more problems. I understand your analysis was for Level of Service "C" requiring 3.3 lanes. Tom Schwab recommends Level of Service "D" requiring 2.8 lanes. The additional lane presents a false sense of security and a good possibility of the "on" southbound traffic being trapped in the auxiliary lane.

8. No resolution with the County to date.

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A.D. 10/16/80

9903

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I-5

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: October 10, 1980

TO: A. D. Olson
Road Design

File No: 626-1923

FROM: K. D. Limbocker
Design Engineer

SUBJECT: Utilities
Jantzen Beach
Jantzen Beach-Delta Park
I-5
Multnomah County

Herewith a copy of a letter from Dirk Kiipman, Vice President of Hayden Island Incorporated, regarding their utility locations.

He also requests piling data as soon as the determination has been made in order to assess the effect on their well.

KDL:PE
Attachment

cc: Jerry Backstrand w/attachment

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Beard, Cole, Eriksen, Hager, Stoudenmeyer, Mann, Watson, Dorn, Lau
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FINAL DESIGN ENGINEER

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HAYDEN ISLAND INC.
HIGHWAY 5 AT JANTZEN BEACH

909 N. TOMAHAWK ISLAND DRIVE • PORTLAND, OREGON 97217 • PHONE 283-4111

October 6, 1980

Mr. Gary Kennen
Oregon Department of Transportation
Metropolitan Branch
5821 NE Glisan Street
Portland, Oregon 97213

Re: Jantzen Beach/Delta Park Interchange

Dear Gary,

Enclosed is a copy of a portion of your utility drawing of the Jantzen Beach/Delta Park Interchange with revised locations of our underground utilities. All of these utilities (6" steel water line, 8" transite water line, and 8" transite pressure sanitary sewer line) are located within the paved roadway under the Slough Bridge.

Regarding the proposed piling near our water well (pump house), the piling obviously would have to "miss" the steel well casing. I cannot determine what effect the piling will have on the building and/or the well until we know more about the proposed length and location of the piling.

At your earliest convenience please forward any specific information on the proposed piling in the vicinity of our pump house to me. At such time, I will determine its effect on the pump house and well.

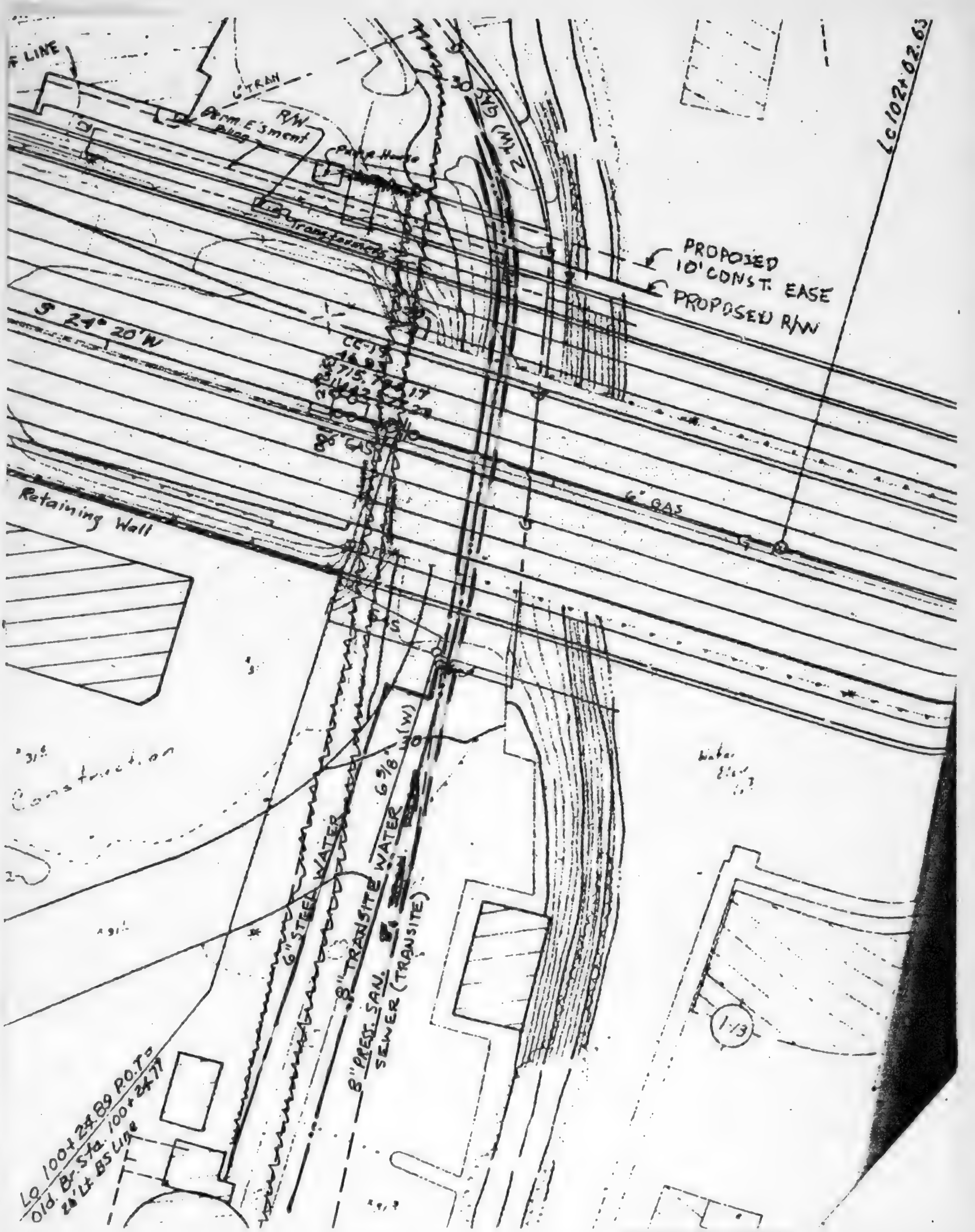
Sincerely yours,

Dirk Koopman

Dirk Koopman
Vice President

jkt

enclosure


PROPOSED
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6" STEEL WATER
8" TRANSITE WATER
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6 5/8" M(W)
Lg 100+24.89 P.O.T.
Old Br. Sta. 100+24.77
28' Lt BSL
1-13

15 N

ROAD DESIGN SECTION

DES 16-1

Ken Limbocker
Metro Design Engineer

September 30, 1980

A. D. Olson
Preliminary Design Engineer

Jantzen Beach-Delta Park
Pacific Highway, I-5

Herewith the following revised data for the subject project:

1 Roll - Print of Revised Alignment
7 Rolls - Prints of Revised Profiles

"SV" and "L" Line profiles have not been revised since necessary structure clearance has not as yet been determined.

These revisions are minor and do not require additional right-of-way, but should allow traffic to flow more efficiently. Please review and make comments.

ADO:ja

Enc.

JANTZEN BEACH-DELTA PARK

PACIFIC HIGHWAY, I-5

Revisions as of September 30, 1980

Revisions made in field plans as submitted by Metro:

1. "SV" Line left curb line, Station 111+00 to Station 117+00, held at 18 feet from "SV" centerline to its intersection with "L" Line curb line. Field plan tapered curb line from 18 feet to 15 feet at south end of "L" Line bridge, then tapered back out to 22 feet. This revision adds approximately 350 square feet to the proposed N. Portland Harbor Bridge.

2. "SV" Line Station, 124+12 to Station 136+13, moved southerly to keep out of existing dike and give traffic from Swift Highway to freeway northbound better alignment through the intersection of "VS", "US", and "SV" Lines. This revision adds approximately 2,000 square feet to the proposed N. Portland Harbor Bridge, deletes 120 lineal feet of concrete retaining wall and stays out of the dike.

3. "US" Line alignment revised Station 35+55 to Station 43+00. The centerline tangent Station 41+03 ahead was moved southerly three feet to come up with a 12-foot left shoulder for HOV by-pass lane. This resulted in a slight alignment change for the "UV" Line.

   The "US" Line median was reduced to four feet from ten feet. This revision deletes approximately 2,200 square feet of "US" Line undercrossing structure. The "US" grade line was revised

to a 0.05 foot per foot super (45 MPH safe speed) instead of the 0.106 foot per foot (50 MPH safe speed) due to possibility of icy roadway conditions where vehicles could slide sideways while waiting for signal to change.

4. To come up with a standard roadway section where the "VS" Line and "SS" Line are parallel, the "VS" Line tangent was moved westerly four feet. This revision, plus the narrower "US" Line median, made it necessary to revise the "VU" Line alignment which made it possible to get a standard roadway width at the gore point.

5. The "FU" Line split to Union Avenue and the freeway was revised so one lane goes only to Union Avenue and one lane only to the freeway. The traffic has plenty of weaving room to get lined up in their desired lane. The field plan showed the left lane, in direction of traffic, splitting with one lane going to the freeway and one lane going to Union Avenue with the right lane merging in at the same time the left lane was splitting.

6. The Delta Park on-ramp and the freeway off-ramp to Union Avenue were revised for better alignment and to give better merge and weaving conditions. This results in moving the Delta Park on-ramp farther away from the Park property and saving approximately one acre of landscaped area.

7. For the "SF" Line (Swift on-ramp) a continuous auxiliary lane was added to the Denver Avenue-Delta Park off-ramp. If a minimal 750-foot or desirable 1,000-foot acceleration lane is used, it merges in too close to where the Denver-Delta off-ramp takes off.

8. "ER" Line was revised at its intersection with Swift Highway so a minimum passenger car turning radius could be provided for right turns. This needs to be ironed out with the County.

ADO:ja

9903

1-5 N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8235
Date: August 25, 1980

TO: DUANE CHRISTENSEN
Final Design Engineer

File No: 626-1923 (100)

FROM: James D. McClure
Project Development Engineer

SUBJECT: Public Participation Report
Jantzen Beach-Delta Park Interchange
Pacific Highway (I-5)
Multnomah County

Don Fantz, who is the Project Coordinator on the Jantzen Beach Project, developed the attached report to provide information on citizen and other governmental agency involvements in the project. The Public Participation Report is a supportive document to the narrative, outlining the events which shape the outcome of a project through its development phase. The report has been reviewed by K.D. Limbocker for consistency with the project design and the engineer's narrative report.

JDM:hw

Attachment

cc: D.R. Adams
E.L. Hardt
D.E. Fantz-(letter only)

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PUBLIC PARTICIPATION REPORT

JANTZEN BEACH/DELTA PARK INTERCHANGES

The general project setting tended to limit citizen participation. The project area is bounded by mainly recreational, commercial, and vacant property. No neighborhoods are directly effected by any changes in traffic pattern. The business community interests were well represented on the advisory committee. Most of the public input was at a technical level and supplied by the City of Portland, the Port of Portland, and local business interests. Changes to this interstate facility affect freeway motorists, and to a greater extent, the peak hour commuter. A questionnaire was distributed to freeway motorists to gain input on the project.

ADEQUATE FREEWAY ACCESS

Business concerns interested in developing vacant property in the vicinity continually requested special consideration in the design of the on-ramps. Business interests on the east side of the freeway would prefer that Union Avenue traffic be given preference over Swift Boulevard. The Port of Portland requested that the Swift Boulevard signalized intersection, leading to the on-ramp, be capable of handling nearly twice as much traffic as that generated by the growth of the Rivergate area; even though the freeway will not handle the influx of traffic at that ramp, and will be metered accordingly. The ramp meter rates on these two ramps will be tied together based on the traffic demand and the available capacity on the freeway.

EXPO CENTER ACCESS

Multnomah County has requested a turning lane westbound on Swift Boulevard to enter the Expo Center parking lot area. The proposed continuous left-turn design allows maximum storage for the left turn to the Expo Center, as well as to the northbound on-ramp. The periods of peak use are not in conflict. Widening of Swift Boulevard requires the relocation of a parking lot access road and planted divider. Multnomah County requests that the divider between the lot and access road be re-established at its new location as a planted divider. The county is also concerned about the loss of parking spaces. They prefer a minimum width divider between Swift Boulevard and their access road, reducing impact on their parking. They also prefer to maintain their off-street bus-loading site. This concept is reflected in the current project design.

STAGE CONSTRUCTION

The advisory committee was concerned that capacity be maintained during construction to accommodate existing traffic volumes. The intent was to maintain all ramp movements, and the number of freeway lanes now functioning, during all phases of construction. Realizing that the detour curves would reduce the general speed on the freeway, the advisory committee felt that the detour design should be adequate to maintain the existing peak traffic hour speeds.

ARTERIAL STREETS CLASSIFICATION POLICY

The City of Portland requested the special treatment to the intersection of North Marine Drive and Vancouver Way that is included in the project. Any changes will require city approval. Their effort was aimed at eliminating truck traffic and through traffic from North Marine Drive, east of the freeway. North Marine Drive, east of Vancouver Way, has been designated as a neighborhood-collector facility. Vancouver Way is designed as a through street to connect to Union Avenue. Also, the Arterial Streets Classification Policy designates Union Avenue and North Marine Drive, west of the freeway, as major arterials that should be connected in a through traffic movement. The truck-use zone that is identified in the classification policy also reinforces restricting truck traffic on North Marine Drive, east of Union Avenue. The classification policy also reinforces the preferred landscape effort for the project. The advisory committee supports shrubbery being planted on the visible slopes and as part of the project, replacing trees along the park on state right-of-way that are removed because of construction. This area is an entrance way to the State of Oregon and the City of Portland, and the advisory committee felt that it should have special landscape treatment for beautification. Landscaping design is to be developed during final design phase.

PEDESTRIAN/BIKEWAY

The Arterial Streets Classification Policy also designates a pedestrian-way and bikeway through the project area. To be in conformance with this policy, it is necessary to consider a bikeway connection from the limits of the project on North Marine Drive east of Union Avenue, to the limits of the project on North Marine Drive west of the freeway. It is also necessary to connect the Delta Park area, allowing circulation from the south to the existing bikeway network on Hayden Island which connects to the Interstate Bridge. Terminating the pedestrian/bikeway at Marine Way and Union Way allows access to and from Union Avenue, Vancouver Way and Marine Drive via the Marine Way underpass, and the east Delta Park area.

MINIMUM RIGHT-OF-WAY ACQUISITION

During the hearing process, many concerns were raised about the extent of the right-of-way takings for the project. In the area of Waddles Restaurant, special effort was made to keep the construction from impacting the building. Some special design effort may be necessary to keep the wall footing from encroaching on the building, therefore, right-of-way acquisition in this area should not change. Also, in stage construction the amount of detour structure necessary to accommodate traffic during bridge construction has a great impact on the marina facilities. At the public hearing, the worse case, or full direction detour structure impacts, were discussed. Modification to design or staging procedures may decrease these temporary impacts considerably. In the area of the northbound Delta Park on-ramp, encroachment into the park is a major concern. Throughout project development and the EIS preparation, preference and intent to stay out of the park was stressed to the extent of designing retaining walls at the toe of the fill slope. Since it was possible to design the facility without park land, no justification exists for use of park land. Dollars within reason is not justification.

CONTINUED PUBLIC PARTICIPATION

Hayden Island Incorporated has been active in the development. They will continue to be concerned about the combined impacts of this project and ramp metering on the northbound ramp on Hayden Island. Dirk Koopman and Nick Steffanoff have been the primary contacts with Hayden Island Incorporated. Sam Philip, Expo Center Manager, expressed concerns for the county dealing with parking and landscape at the Expo Center. He will be interested in any plan changes in that area. Duane Brands, Peninsula Drainage District No. 2, will need the opportunity to review final plans for dike modifications. He is an approving authority. Gary Kennen, Metro Utilities Engineer, has been notified of this need.

DEF:PE
8/12/80
METRO

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

August 21, 1980

NOTED
E. S. HUNTER

Oregon Department of Transportation
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, Oregon 97310

Re: Pacific Highway (I-5)
Jantzen Beach - Delta Park Interchange
AQ Highway File No. 26-8017
Indirect Source Construction Permit
Date of Issuance

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Pacific Highway (I-5) Jantzen Beach-Delta Park.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

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HWH:h
Enclosure
cc: Northwest Regional Office, DEQ

copy: Bothman
HARDT
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this to Tony
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RECEIVED
SEP 04 1980
Environmental Section

AIPI (6/80)

DEQ-1

Permit Number: 26-8017
NCIS No.: 26-8017
Issuance Date: AUG 21 1980

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Jantzen Beach--Delta Park Interchange

ISSUED TO:

Oregon Department of Transporation
412 Transporation Building
Salem, Oregon 97310

SOURCE SITE:

Interstate 5, Portland

COUNTY:

Multnomah

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young AUG 21 1980
William H. Young, Director Date

Permitted Activities

Until such time as this permit is modified or revoked, Oregon Department of Transporation is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

Interstate 5 between Denver Avenue and Jantzen Beach Interchange

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression meassures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS 26-8017 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

b. Violation of any of the requirements, limitations, or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

P26801.7(n)(1)

1103

U 1-5

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-2

30 July 1980

Mr. Donald E. Frantz, Project Coordinator
Metropolitan Branch, Oregon Department of
Transportation
5821 N.E. Glisan
Portland, OR 97213

MA PDM PDE FFM SPC
ODOT - METRO

AUG 13 1980

BMT PAR PPC FILE T/A

Dear Mr. Frantz:

We have made a preliminary review of your proposed plans and cross sections (inclosed) for the construction planned at the south end of the Oregon Slough bridge.

The submitted sections show the river dike with 1V on 2H slopes and 10-foot crest width. We recommend a minimum dike section of 1V on 3H landward slope, 12-foot crest width, and 1V on 2H riverward slope.

We also recommend you contact Mr. Dwane Brands of Peninsula Drainage District No. 2 to obtain a permit to construct in the dike right-of-way.

Should you have any further questions, contact Stephen Bradley, 221-6476.

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AUG 13 1980
ROAD DESIGN SECTION

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Sincerely,

W E Daugherty for

ROBERT P. FLANAGAN
Chief, Engineering Division

CC: Ken Limbocker

Dwane Brands has received a copy of the plans. Gary Konnen has set a utility meeting including Dwane Brands.

CC: D.O. Christensen 8/13/80

REFERRED TO Staudenmeyer
Beard Mann
Cole Watson
Eriksen Lau
Hager Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1-5 N

DEPARTMENT OF TRANSPORTATION
ROAD DESIGN SECTION tel. 378-6558

J. B. Boyd, Manager
Right of Way Section

July 28, 1981

J. H. Versteeg
Road Design Engineer

Files 51894, 51895, 51896, 51897, 51898 and 51901
Jantzen Beach - Delta Park Interchange
Pacific Highway
Multnomah County

Attached are descriptions (6 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1985.

Also, previous filee44468 is cancelled and the area of 44469 is increased. These files and the approved Revision Request are transmitted to your office this date.

By:

ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:ls

Attachments

9713

I-5 N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: June 20, 1980

TO: A. D. OLSON
Preliminary Design Engineer

File No: 626-1923

FROM: K. D. LIMBOCKER
Metro Design Engineer

Versteeg ✓
Anderson
Christenson
Olson
Sullivan
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SUBJECT: Comments
Preliminary Plan Review
Jantzen Beach - Delta Park Interchange Section
Pacific Highway (I-5)
Multnomah County

The suggestions contained in your design review are generally acceptable excepting:

1. Prefer not to rebuild the SF Line from "SF" 83 to "SF" 98 due to light traffic and acceptable standard for that traffic.

2. Tom Schwab will look at the auxiliary line between the Swift on ramp and the Denver off. This is essentially a drop lane condition which negates the effectiveness of the auxiliary lane. He will also look at the double off for Denver.

3. The change shown on the "UV" line cannot be done because it impedes the function of the bypass lane at the ramp meter. The metered lane will back up past the narrowed throat effectively stopping any bypass traffic.

4. We can see no real benefit to changing the "FF" alignment. Traffic control devices can be utilized to prevent any cut through movement.

5. Tom Schwab will take another look at the "FU" line for lane assignment. It appears that a single lane would be preferable.

6. Prefer no change under the structure and don't feel one is warranted. The westbound move is limited to marina traffic which is minimal. Since there is no cross traffic, the nose of the left turn lane can be snubbed to provide smooth flow into the marina without overhang into the through traffic lane.

Discussed w/ Ken & Tom Schwab —
Further study to be done on most points (by Metro)
Ollie will be doing the plans — A.D.

7. The design on the "ER" radius is nice, but we do not have another year to renegotiate with the county. Therefore, we will stay with the negotiated design.

They will discuss w/ P.I. manager.

8. Due primarily to aesthetics, we will plan to hold the ten foot median on the "US" line overcrossing structure.

Money is prettier,

9. Leaving a plug out of the grading of the "US" line will permit the existing "SU" line to be regraded and connected to either structure allowing construction of everything except the plug. Diversion of the traffic during the short interval required to fill in the plug could be routed several ways.

?

rh

I-5

ROAD DESIGN 378-6558

MEMO TO THE FILE June 17, 1980

Ollie Sacre
Senior Designer

1 Versteeg ✓
Anderson
3 Christensen DC by MD
2 Olson OS
Sullivan
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Review of Preliminary Plans
Jantzen Beach-Delta Park Intchge. Sec.
Pacific Highway (I-5)
Multnomah County

In reviewing the plan of the Jantzen Beach-Delta Park Interchange, I noticed most of the ramps do not have standard roadway widths. Standard widths have been shown in red on the accompanying plan.

Standard widths on the following lines would have no effect on alignment or right of way.

"US1" Sta. 22+00 to Sta. 25+50.

"SS1", "SD", "SF", & "SF1" Sta. "SS1" 85+00 to "SF1" 107+94.85.

"UV1" Total length.

"DF1" Sta. 112+00 to Sta. 119+75.

"FU1" Sta. 112+25 to Sta. 124+10.

"VF1" Sta. 117+10 to Sta. 121+00.

Standard widths on the "FF1" line would cause an alignment change on the "FU1" line Sta. 98+30± to Sta. 106+55.74. Reason for this alignment change would be to keep short enough gap between island noses so traffic could not slip off freeway onto FU1 ramp at this point. The "FU1" line should have two lanes Sta. 96+00± to Sta. 101+00 so traffic from freeway northbound is not merging in at same time traffic from Denver Avenue is splitting directions. If the combination of line change and widened roadway causes problems with park property at Sta. "FU1" 99+50±, the curve could possibly be thrown northward where the existing ramps are to be removed.

The "SV1" line Sta. 132± to Sta. 127± could possibly be thrown north eight feet to get standard roadway widths through this area. This alignment change, if made, should be done before R/W descriptions are written. The "SV1" alignment should be revised where it comes into the "L" line so there is a full six-foot right shoulder at the end of the "L" line structure.

The "ER" line at its intersection with "US1" line should have a larger radius than shown so cars and trucks could make the turn to the east without using both eastbound lanes. The 50-foot radius shown in red would be

Okay please Ronald Karl Save to do Final plans AWD

desirable, but a radius somewhere between the 50 foot and the radius shown on the plan would possibly be a better solution.

The "US1" line is shown to have a 12-foot median Sta. 26+00 to Sta. 41+00, where it seems a 4-foot median would be adequate. A 4-foot median would be a substantial saving in the cost of the structure over the freeway.

Since the plan being reviewed did not show lane widths for the southbound offramp to Denver Avenue and Delta Park, one alternative has been shown in red on the enclosed plan.

I would like to see the staging plans for handling traffic southbound headed for Union Avenue while "US1" line structure over the freeway is being built. Looking at the plan, only, there seems to be no acceptable route.

The westbound split between the "US1" line and the "UV1" line should be reviewed. As shown, it has a 2-2 split from two lanes, which is not acceptable. Since the left lane of the "UV1" line is for a peak hour HOV bypass lane, it would appear that using the "UV1" right shoulder and widening for the by-pass lane would be considered. During off-peak hours the "UV1" line should be one lane due to the short merge distance.

OS:cj
Attachments

ENV 3

June 16, 1980

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

NOTED
E. S. HUNTER

RE: Response to EPA Comments
Jantzen Beach Int.-Delta Park Int.
Pacific Highway (I-5)
Multnomah County

and

Scappoose Section
Columbia River Hwy. (U.S. 30)
Columbia County

Dear Mr. Green:

Attached is our response to FHWA concerning the EPA air quality comments on the subject projects. Please review these in-house and then let's get together to discuss them. If you have any questions in the meantime, feel free to contact Tony George.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:AJG:lb

bc: R. M. Bothman w/attach
E. S. Hunter w/attach
Cliff Christianson w/attach
Ernie Valach w/attach

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ODOT Response to FHWA on EPA 6-2-8 Letter

Jantzen Beach-Delta Park Interchange (FEIS)
Pacific Highway (I-5)
Multnomah County

EPA Comment:

We reviewed the Final Environmental Impact Statement (EIS) for the Jantzen Beach - Delta Park Interchange in Multnomah County. The final document responds adequately to our comments on the Draft EIS made on August 1, 1979. However, due to the close proximity of the predicted eight-hour CO concentration in 1981 to the national eight-hour standard, we request the following additional information on the methodology used in the air quality analysis.

ODOT Response to FHWA:

If the FEIS adequately responds to the EPA comments on the DEIS, ODOT does not believe that EPA has any further standing in the project, either through FHPM 7-7-2, FHPM 7-7-9 or through the Clean Air Act Amendments. Indeed, quite to the contrary, Section 110 (a)(5)(A)(i) and (ii) of the Clean Air Act expressly prohibits EPA from conducting or requiring indirect source review except as is performed by the State. FHPM 7-7-2 and 7-7-9 both expressly grants the authority to review and approve the FHWA determination of consistency to the FHWA Regional Administrator. Pursuant to Subsection 7.a.(6)(b), the Regional Administrator need not confer with EPA unless there were unresolved air quality issues remaining at the time of submission of the proposed FEIS. EPA states in their letter that the FEIS adequately responds to their DEIS comments. Therefore, there were no unresolved issues. Since the subject project FEIS did not require review by FHWA Headquarters, no consultation or documentation of consultation is required pursuant to Subsection 7.a.(7). ODOT has coordinated the project with the State DEQ and received their concurrence that the project documentation satisfies the requirements of an Indirect Source Permit Application. Based on the above, ODOT has determined that no further response to EPA is required or necessary.

Irrespective of the above position, the following responses to EPA comments are offered to FHWA to demonstrate that EPA has no technical grounds for requesting additional information.

EPA Comment:

1. Location of Reasonable Receptors

EPA's "Guidelines for Air Quality Maintenance Planning and Analysis Volume 9 (Revised) Evaluating Indirect Sources" states that reasonable receptors should be located at the right-of-way limit if no sidewalk exists. According to the EIS, the edge of right-of-way was assumed to be 50 m from the center of the highway. This appears to be excessively wide and may not adequately represent the areas to which the public has access. We request a description of where receptors used in the modeling analysis were located. If they were not located at the edge of right-of-way, use of another site must be justified.

ODOT Response to FHWA:

The DEIS documented that the only sensitive receptor in the project study area within 300 meters of the project centerline is Delta Park (see DEIS Technical Appendices page 4-82) other receptors such as residences and motels are designated as to location and type on land use maps of the project area (see DEIS Technical Appendices Figure 3-1, 3-3, and 5-1 and Table 5-1). The location of the carbon monoxide model prediction positions are at 50 meters and 100 meters from the project centerline as documented in the DEIS Technical Appendices page 4-61. Curves for determining the carbon monoxide concentration at other points are presented in Figures 4-12 through 4-15. Therefore, all of the information requested in the subject EPA letter was available to EPA in the DEIS prior to submission of their 8-1-79 comment letter. ODOT has determined that all of the EPA requested information is and has been readily available to EPA in the DEIS. No additional response is necessary.

EPA Comment:

2. Residential Areas

The land use map shows residential areas and a public area close to the highway. Were CO levels predicted for these areas and, if so, what levels were predicted?

ODOT Response to FHWA:

See response above.

EPA Comment:

Without the above information, EPA is unable to make a final evaluation of the air quality impacts of this project.

ODOT Response to FHWA:

ODOT regrets that EPA is unable to make a final evaluation of the subject project. We respectfully request that EPA make all of their comments known at the time of their review of the DEIS so that the comments can be addressed in the FEIS. This should facilitate EPA's final evaluation of all future projects.

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

JUN 2 1980

Glen Green, Division Administrator
Federal Highway Administration
390 High Street
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

We have reviewed the Final Environmental Impact Statement (EIS) for the Jantzen Beach - Delta Park Interchange in Multnomah County. The final document responds adequately to our comments on the Draft EIS made on August 1, 1979. However, due to the close proximity of the predicted eight-hour CO concentration in 1981 to the national eight-hour standard, we request the following additional information on the methodology used in the air quality analysis.

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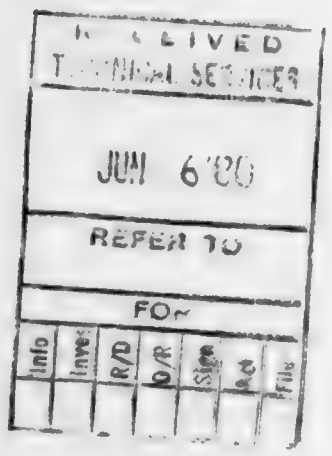
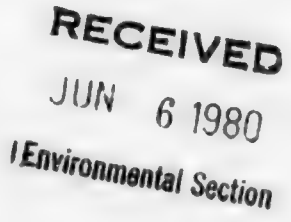
2. Residential Areas

The land use map shows residential areas and a public area close to the highway. Were CO levels predicted for these areas and, if so, what levels were predicted?





Without the above information, EPA is unable to make a final evaluation of the air quality impacts of this project.

If you would like to discuss our questions, please call either Kathy Davidson at (206) 442-4011 or (FTS) 399-4011 or George Hofer at (206) 442-1125 or (FTS) 399-1125.

Sincerely,

Roger K. Mochnick

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

cc: I. Lloyd, FHWA
P. Riedle, FHWA
T. George, ODOT
S. Little, EPA

HRA-10
HDA-OR (2)
HDA-WA (2)

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

APR 21 1980

SENT STATE
OSHD (COULTER)
ODOT (SPENCE, METRO)

Mr. Donald E. Clark
County Executive
Multnomah County
Room 136, County Courthouse
Portland, Oregon 97204

Dear Don:

As promised in my March 28 letter, I looked into the I-5 Slough Bridge construction project matter which you are concerned about.

The Oregon State Transportation Commission is using its authority to determine its top Interstate priorities, that is, the remaining unfinished sections of I-205 in Portland and I-82 in eastern Oregon. Unfortunately, this work will use the State's annual apportionment through fiscal year 1983. My authority simply does not permit me to interfere with the State's right of project selection.

A ramp metering system is scheduled to be completed in about a year. It has been used quite successfully by other States to alleviate some of the traffic congestion, and perhaps it will ease the situation at the Slough Bridge. In the meantime, the Oregon Department of Transportation is progressing with the design of the Slough Bridge section.

I can only urge you to continue your efforts through meetings with the Oregon Transportation Commission and other local officials to ensure a timely completion of the I-5 projects. I have enclosed a response to Commissioner Kearney of Clark County, Washington on the same subject for your information.

Thank you for your letter. If you see a way in which I can be of further assistance, please let me know.

Sincerely,

Neil Goldschmidt

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Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

APR 7 1980

Ms. Connie Kearney
Chairman, Regional Planning
Council of Clark County
P. O. Box 5000
Vancouver, Washington 98663

Dear Connie:

It is always good to get back to the Northwest and see old friends. The concerns you raise are important local matters, but I can offer very little in the way of solutions at this time.

I have checked on the difficulties of the Slough Bridge improvements that you mention only to find that the Oregon State Transportation Commission is using its prerogatives to determine its top Interstate priorities, that is, the remaining unfinished sections of I-205 in Portland and I-82 in eastern Oregon. Unfortunately, this work will use the State's annual apportionment through fiscal year 1983. My authority does not permit me to interfere with the State's right to designate the priority of projects.

The ramp metering system is scheduled to be completed in about a year. It has been used quite successfully by other States to alleviate some of the traffic congestion, and perhaps it will ease the situation at the Slough Bridge. In the meantime, the Oregon Department of Transportation is progressing with design of the Slough Bridge section.

I can only urge you to continue your efforts through meetings with the Oregon Transportation Commission and Vancouver officials to ensure a timely completion of the I-5 projects. A significant reduction in peak hour congestion on the I-5 bridge can be accomplished through expanded transit service, increased ridesharing, and the continued development of an industrial base in Vancouver. Recent figures from Metro in Portland suggest that the commuter shift to Clark County jobs by county residents is beginning.

Thank you for your letter, and if I can be of further assistance, please let me know.

Sincerely,

Neil Goldschmidt

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

MAR 28 1980

Mr. Donald E. Clark
County Executive
Multnomah County
Room 136, County Courthouse
Portland, Oregon 97204

Dear Don:

I have received your letter of March 19, 1980, concerning the I-5 Slough Bridge construction project.

I shall look into the matter and will report back to you shortly on the status of funding for this particular project.

Sincerely,

Neil Goldschmidt

MULTNOMAH COUNTY OREGON

OFFICE OF THE COUNTY EXECUTIVE
ROOM 136, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

DONALD E. CLARK
COUNTY EXECUTIVE

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Actn FHWA
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cpys: Yaden
Bergstein

ACTION
is assigned to
FHWA
CONTROL NO.
412693
SIRS S-10

80 MAR 25 AM 11:35

March 19, 1980

The Honorable Neil Goldschmidt
Secretary of Transportation
400 7th Street, S. W.
Washington, D. C. 20590

Dear Mr. Secretary:

Currently the ODOT 6-year Construction Program is being prepared. In the program the construction of the I-5 Slough Bridge improvement has been postponed from 1982 to 1985 or later. As you recall, Multnomah County initiated acceleration of this project in 1976 and hoped construction would begin soon. The environmental work has been completed and the local jurisdictions have approved the project.

I feel this project should be accelerated because widening of the Slough Bridge and other improvements to the Jantzen Beach/Delta Park Interchanges are badly needed. Not only will the project effect safer I-5 travel by removing a hazardous bottleneck, it will also improve access to the Rivergate industrial area.

While I realize there are other interstate projects facing similar delays, this project is necessary and should favorably compare with the other interstate projects.

Sincerely,

Donald E. Clark
County Executive

sqd

cc: Commissioner Connie Kearney

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

April 17, 1980

NOTED
E. S. HUNTER

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Jantzen Beach-Delta Park Interchange (I-5) in Multnomah County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street NE, Salem, OR 97301. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:ct

Enclosure

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Form 734-3122

JANTZEN BEACH-
DELTA PARK
INTERCHANGE
(I-5)

Final Environmental Impact Statement

OREGON DEPARTMENT
OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FHWA-OR-EIS-79-07-F

JANTZEN BEACH-DELTA PARK INTERCHANGE
PACIFIC HIGHWAY (I-5)
MULTNOMAH COUNTY, OREGON

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon Department of Transportation

Submitted pursuant to 42 U.S.C. 4332(2)(c)
and 23 U.S.C. 128(a).

1-2-80
Date

E. J. Hunter
Assistant State Highway Engineer

3-5-80
Date

Roger K. Scott
Federal Highway Administration Official

SUMMARY

FINAL ENVIRONMENTAL IMPACT STATEMENT
INTERSTATE-5, JANTZEN BEACH-DELTA PARK INTERCHANGE
Multnomah County, Oregon

1. Federal Highway Administration
Administration Action Environmental Statement
( ) Draft (X) Final

2. The following individuals may be contacted for further information concerning the proposed project and the contents of this environmental impact statement:

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Federal Highway Administration
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3. The purpose of the proposed project, which involves upgrading Interstate 5 (I-5) immediately south of the Columbia River to interstate standards by making bridge and interchange improvements, is to provide for the efficient and safe flow of traffic along the I-5 corridor.

4. ALTERNATIVES CONSIDERED

Three alternatives were presented in the draft environmental impact statement for the Jantzen Beach-Delta Park Interchange project. These included a No-Build Alternative and two Build proposals. The No-Build would essentially maintain the system as it is today. The Build Alternatives would involve some major changes to structures and merge and weave traffic operation improvements.

Alternative B "Modified" was the alternative selected. Following the public hearing, modifications to Alternative B were incorporated. These changes were based on a re-evaluation of project traffic information and of hearing testimony.

A. Build Alternatives

The two Build Alternatives would preserve the basic patterns of movement on I-5 between Jantzen Beach and Delta-Park Interchanges. Both alternatives--particularly Plan B--would require substantial changes to structural features in order to correct alignment and merge/weave problems. The two alternative plans have the following elements in common (from south to north): (1) separating I-5 northbound to Avenue-to-I-5 northbound movements by channeling traffic onto a segregated lane located to the east of Denver Avenue on-ramp; (2) replacing the existing six-lane Oregon Slough Bridge with an eight-lane structure and providing sufficient flexibility on the bridge to accommodate future transit opportunities; (3) increasing ramp capacity at the Jantzen Beach Interchange from one to two lanes for northbound traffic exiting I-5; (4) signalizing the intersection at the Union Avenue-to-I-5 on-ramp; and (5) regulating traffic entering I-5 by metering all of the on-ramps in the project area.

The alternatives differ only in the design of the Union/West Marine Interchange.

Selected Alternative - Plan B Modified

This alternative will modify the design of the Union/West Marine Interchange to a greater extent than Plan A. It will redesign the interchange in order to simplify traffic patterns and allow for the future widening of I-5. Three overpass structures (two spanning I-5 and one spanning the I-5 northbound to West Marine Drive off-ramp) will be replaced by one structure. This structure will connect Union Avenue and West Marine Drive in a direct through-traffic alignment and combine I-5 southbound-to-Union Avenue/West Marine Drive movements into a loop ramp. The replacement structure will provide adequate clearance under the interchange for future transit opportunities. The freeway will be modified to six lanes between Delta Park interchange north ramps and the Oregon Slough Bridge.

Alternative Plan A: This alternative would limit changes to the substitutions of a loop ramp for the existing slip ramp that channels I-5 southbound traffic to West Marine Drive. It would not increase the clearance under the interchange for future transit opportunities.

B. No-Build Alternative

The No-Build Alternative would maintain existing structures and traffic patterns on I-5 between the Delta Park Interchange on the south and the Columbia River on the north. The only improvements would be transportation system management (TSM) strategies that involve the placement of traffic control devices, such as signals, signs and ramp metering devices, at selected locations.

5. ENVIRONMENTAL IMPACTS

a. General Impacts of the No-Build Alternative

(1) Traffic service would continue to deteriorate.

(2) Increases in traffic congestion, existing merge/weave conflicts, and lack of adequate roadway space would discourage regional through trips, local trips, access to Hayden Island, transit service, emergency vehicle access, bicycle and pedestrian activity; and impose additional safety hazards in the project area.

(3) In conflict with regional and district transportation goals as well as city, county, regional, and state land use planning policies and goals.

(4) Slight decreases in local and regional growth rates would occur due to deteriorating traffic service.

(5) Air pollution and noise levels are expected to meet state and federal standards, except for excess noise levels at East Delta Park.

(6) Increased risk of toxic chemical spills, including the potential of spills entering surface water.

(7) Traffic accident risk would increase.

b. General Long-Term Impacts of the Build Alternatives

(1) Traffic safety and vehicle operation will improve as congestion will be reduced, and access on and off I-5 will be made easier and safer.

(2) Reduced levels of congestion will result in improved safety conditions, emergency vehicle access, access to Hayden Island and transit operations.

(3) Consistent with local and regional transportation goals, and compatible with related transportation improvements.

(4) Improved traffic flow will result in reduced fuel consumption from vehicle operation.

(5) Generally consistent with city, county, regional, and state land-use planning goals and policies, except for

some inconsistencies with the State Land Conservation and Development Commission statewide planning goals.

(6) Air quality is expected to meet state and federal standards. CO concentrations will be slightly lower during severe meteorological conditions by the year 2000, when compared to the No-Build. Regionally, slightly lower hydrocarbon emissions and increase oxides of nitrogen emissions (again less than 0.1 percent) will result.

(7) Noise levels will meet state and federal standards.

(8) Right-of-way (ROW) acquisitions will remove tax base.

(9) Slight deterioriation of neighborhood character in the project area will occur due to the encroachment of the larger Slough Bridge structure.

(10) The visual character of the project area would not be expected to change significantly.

(11) The estimated project cost for Alternative B is $30,300,000 and $25,800,000 for Alternative A.

c. Construction Impacts

(1) Traffic service will be affected by construction activities and will result in slower speeds and greater duration of congestion.

(2) Fuel consumption will increase slightly.

(3) Construction activities will increase CO and THC emissions above No-Build conditions in 1981.

(4) Noise levels will increase from the operation of equipment and stop and go traffic conditions.

(5) Construction activities may contribute to increased erosion and sedimentation rates, some settlement and underpinning, slight deterioration of water quality, and some permanent loss of wildlife habitat.

(6) A limited amount of temporary and permanent displacement/ relocation of utilities and businesses will result from construction activities and right-of-way acquisitions and easements.

(7) Some avoidance of local businesses and loss of patronage would occur during construction.

(8) Build Alternatives A and B Modified will generate about 930 and 1,070 employment man-years, respectively.

(9) Deterioration of the project area's visual character will occur during the presence of construction equipment, activities, and structures.

d. The following Matrices 1 and 2 provide summaries and comparisons of the impacts associated with the No-Build and Build Alternatives for each of the fourteen (14) factors considered. Matrix 1 identifies the major long-term impacts of the No-Build and Build Alternatives. Matrix 2 identifies the temporary impacts occurring as a result of the construction of the two Build Alternatives. Alternatives B and B Modified are treated as one alternative, the Selected Alternative in the Matrices.

MATRIX 1

SUMMARY COMPARISON OF EXISTING VERSUS YEAR 2000
IMPACTS BETWEEN THE NO-BUILD AND BUILD ALTERNATIVES A & B

Impact	No-Build	Alternative A	Selected Alternative B Modified
TRAFFIC AND TRANSPORTATION			
Traffic Service			
Level of Service and V/C	LOS, V/C ratio, and average speeds undesirable	LOS, V/C ratio, and average speeds generally better than No-Build	Same as Plan A, except for particular roadway sections specified below
Columbia Blvd. to Delta/Denver Ave.	Good (Level C); 0.75 (V/C)	Same as No-Build	Same as No-Build
Delta/Denver Ave. to Union/ West Marine Interchange	Poor (Level E); 1.03 (V/C)	Good to Fair (Level C-D); 0.78 (V/C)	Same as Plan A
Union/West Marine Interchange to Jantzen Beach Interchange	Very Poor (Level F); 1.17 (V/C)	Fair (Level D); 0.90 (V/C)	Same as Plan A
Jantzen Beach Interchange to Hayden Island State Line	Fair to Poor (Level D-E); 1.01 (V/C)	Fair to poor (Level D-E); 1.01 (V/C)	Same as Plan A
West Ramp Terminal	Not applicable	Level C A.M. and P.M.	Same as Plan A
East Pamp Terminal	Not applicable	Level C-D A.M., and Level D-E P.M.	Level C-D A.M., and Level C P.M.
Regional Through Trips	Discouraged by increased congestion, merge/weave conflicts	Encouraged by less congestion and reduced duration of congestion periods; increased bridge and ramp capacity; slight increase in operating speeds, decreased travel time, correction of existing merge/ weave/ conflicts, improved V/C ratios	Same as Plan A
Access to Hayden Island	Discouraged by increased congestion, merge/weave conflicts	Accommodated by additional ramp capacity at I-5 northbound off-ramp and ramp metering of on-ramps; correction of merge/ weave conflicts	Same as Plan A
Local Trips	Discouraged by increased congestion, merge/weave conflicts, more hazardous access	Accommodated by some additional ramp capacity, and improved ramp level of service, at both east and west ramp terminals; correction of merge/weave conflicts and improved congestion levels	Encouraged by significant additional ramp capacity and improved ramp level of service, both at east and west ramp terminals, but particularly at east terminal; correction of merge/weave conflicts and improved congestion levels

NAAQS = National Ambient Air Quality Standards
V/C = Volume to Capacity
LOS = Level of Service
HOV = High Occupancy Vehicle

MATRIX 1 (Continued)

Impact	No-Build	Alternative A	Selected Alternative B Modified
Transit Service	Discouraged by increased congestion, difficulty in maintaining schedule and accessing Hayden Island	Future transit options accommodated by provision of additional Oregon Slough Bridge space for transit lanes or HOV, but restricted by insufficient clearance beneath the Union/West Marine Interchange structures	Future transit options accommodated by provision of additional Oregon Slough Bridge space for bus lanes or HOV and clearance beneath the Union/West Marine Interchange structures for future widening
Bicycle and Pedestrian Activity	Discouraged by increased congestion, greater potential for hazardous conflict	Accommodated by provision of designated path and bridge space	Same as Plan A
Parking	None	Removes approximately 30-35 parking spaces; however, would not significanly affect the availability or accessibility of parking in the study area	Will remove less spaces on Hayden Island than Plan A; however, will remove approximately 20 spaces from Multnomah County Exposition parking lot due to relocation of frontage road.
Safety	Hazards increase with greater congestion level than with Build; continued merge/weave conflicts, and alignment deficiencies	Hazards decreased somewhat by reduced congestion, and correction of design deficiencies through deletion of undesirable grade and alignment characteristics and correction of merge/weave conflicts	Hazard decreses significantly by reduced congestion, major correction of design deficiencies through elimination of undesirable grade and alignment characteristics, correction of merge/weave design features, including improved ramp and bridge structures
Accident Rates	Accident rate of 73 annually by year 2000	Projected high accident rate of 62 and low of 58 in the year 2000	Similar to Plan A with probable slight additional reduction due to new design features
Emergency Vehicle Access	Discouraged by increased congestion, slower speeds, and absence of needed roadway space	Accommodated by additional roadway space and lower congestion levels	Same as Plan A
Consistency with Transportation Goals			
Regional Goals (MSD Interim Transportation Plan)	Inconsistent because No-Build represents inaction relative to: (1) Transportation system will be developed to serve and support adopted local, regional, and state goals and comprehensive plans; (2) transportation facilities and services will be developed to provide safe and secure travel throughout the region;	Consistent with goals stated under No-Build	Same as Plan A

MATRIX 1 (Continued)

Impact	No-Build	Alternative A	Selected Alternative B Modified
	(3) transportation system will provide dependable, convenient and comfortable services for movement of people and goods, and (4) transportation will be developed and transportation services provided so that total costs are minimized and energy conserved		
City Goals (Portland Arterial Streets Classification Policy)	Inconsistent because the following objectives would not support or promote the city's objectives: (1) The Marine Drive/Columbia Blvd. loop shall serve as the truck, traffic, and transit access route to the Rivergate industrial area and (2) transit service improvements linking North Portland to areas other than downtown, especially those surrounding industrial areas and Lloyd Center, shall be encouraged	Consistent because (1) Plan A would act in support of city and (2) Plan A would indirectly promote the 2 city objectives listed under the No-Build	Same as Plan A
Compatibility with related transportation improvements (I-5 TSM Project, ramp metering citywide, I-5 and SR-14 Interchange, I-205 Columbia River bridge, I-5 Corridor Transit Service)	Incompatible	Compatible	Compatible
Marine Navigation	Existing bridge clearance have no effect on navigability	The proposed Oregon Slough structure and the temporary structure would not reduce the Slough's navigability	Same as Plan A
ENERGY			
Fuel Consumption	Results in a 36% decrease in fuel consumption over the existing condition (1977) due to more efficient fuel consumption rates anticipated for 2000. Year 2000 fuel consumption project to be 1,682,000 gallons	Result in a further reduction of 21% over existing conditions (33% over the No-Build Alternative), due to slight increases in typical speeds. Year 2000 fuel consumption expected to be 1,127,000 gallons	Same as Plan A
Energy Policy	Generally supportive	More highly supportive	Same as Plan A

MATRIX 1 (Continued)

Impact	No-Build	Alternative A	Selected Alternative B modified
LAND USE			
Growth Trends (Local)	Very slight decrease in local growth rate on Hayden Island, and Union Avenue/West Marine Drive due to deteriorating traffic conditions of congestion and reduced accessibility	Very slight increase in local growth rate on Hayden Island, and Union Avenue/West Marine Drive due to the improved traffic conditions of congestion and accessbility	Same as Plan A
Growth Trends (Subregional)	Extremely slight insignificant decrease in growth rates in Rivergate Industrial District, North Portland, Faloma, and Vancouver due to deteriorating traffic conditions of congestion and reduced accessibility	Extremely slight insignificant increase in subregional growth rates due to improved traffic conditions of congestion and accessibility	Same as Plan A
Consistency with Land Use Policy (city, county, regional, state)	Inconsistent with city, county, and regional policies reducing traffic congestion and transportation system's support of regional commercial centers; same inconsistency with LCDC statewide planning goals 8, 9, 11, and 12	Generally consistent with city, county, regional, and state goals, some inconsistency with LCDC Goals 5 and 9	Same as Plan A
AIR QUALITY			
Microscale			
1-Hour CO Concentration (Typical conditions)	Substantially reduced below present levels; meets federal standards	Same as No-Build	Same as No-Build
1-Hour and 8-Hour CO Concentration (severe meteorological condtions)	Reduced; meets federal standards	Slightly lower concentration than No-Build	Same as Plan A
Mesoscale			
CO	Substantially below present levels; meets NAAQS	3.8 percent lower than No-Build; meets federal standards	Same as Plan A
NO_2	Substantially below present levels; meets NAAQS	4.5 percent higher than No-Build; meets federal standards	Same as Plan A
SO_2, Lead, Particulates	No impact	Same as No-Build	Same as No-Build

MATRIX 1 (Continued)

Impact	No-Build	Alternative 2	Selected Alternative B Modified
O_3	No discernible change, actual slight decrease in ozone levels	Same as No-Build	Same as No-Build
Consistency with Air Quality Implementation Plan	Consistent	Consistent	Consistent
NOISE			
Noise Levels	Same as existing	Same as existing and within standards except that a number of commercial sites on Hayden Island would experience a 1 dBA increase over existing levels, a boatyard residence (Site 3) would exceed the standard by 1 dBA, and portions of Delta Park would experience a noise level increase of 1 dBA.	Same as Plan A
GEOLOGY AND SOILS			
Erosion	Continued undermining of existing bridge piers; no expected long-term impacts on geologic or soil conditions	Eliminated undermining of bridge piers; no long-term impact on geologic or soil conditions	Same as Plan A
HYDROLOGY & WATER QUALITY			
Surface Water Pollution	Slightly higher risk of related toxic chemcial spills relative to Plans A and B due to increased traffic congestion and road hazards	Slightly lower risk of accident-related toxic chemical spills in Oregon Slough	Same as Plan A
BIOTA	Adverse effect of the present highway on adjacnet wildlife habitat would continue; noise, dust, and air pollution	Same as No-Build	Same as No-Build
PUBLIC SERVICE	None	Requires the relocation of utility lines during the reconstruction of the Slough Bridge. Will not affect Police or Fire facilities	Same as Plan A
RIGHT-OF-WAY			
Business Displacement	None	Portions of 7 business structures permanently removed from ROW; 30-35 parking spaces displaced; rear access to 3-unit retail building reduced	Portions of 8 business structures permanently removed from ROW; some parking spaces displaced; rear access to more structures affected than Plan A
Residential Displacement	None	None	None

MATRIX 1 (Continued)

Impact	No-Build	Alternative A	Selected Alternative B Modified
ECONOMICS			
Change in Commercial Activity	Slight loss of convenience type commercial activity due to increased congestion	Retail sales/demand not affected appreciably	Same as Plan A
Public Costs	Significantly less than Plans A and B	Total project cost: $25,790,000, ODOT responsible for 8 percent; U.S. FHWA the remainder	Total project cost: Plan B north alignment, $30,272,000-ODOT responsible for 8 percent of funding; U.S. FHWA the remainder
Property Taxes	None	Annual tax revenue loss from ROW acquisition: $1,463	Annual Tax loss from ROW acquisition: $2,316 (Original Plan B - Northern vacation, $4,524 annually; southern vacation, $5,740 annually)
Maintenance Costs	None	Increase relative to No-Build	Same as Plan A
Traffic Accident Costs	$178,000 annually	$146,000 reduction annually	Same as Plan A
[illegible] Operating Costs		Annual savings of $389,000 realized relative to No-Build conditions	Same as Plan A
[illegible] Costs		Slight reductions realized relative to No-Build conditions	Same as Plan A
CULTURAL FEATURES	None	None	None
SOCIAL CHARACTER	Slight increase in home-to-work trips	Slightly reduced congestion on I-5 and arterial streets connecting to I-5. Demographic and neighborhood characteristics would not be affected by the proposed project	Same as Plan A
VISUAL CHARACTER			
Operation	None	Slight increase in dominance of Slough Bridge over Oregon Slough	Improves visual qualities over existing and Plan A by simplifying lines created by ramp structure; sam as Plan A

MATRIX 2

SUMMARY COMPARISON OF TEMPORARY CONSTRUCTION IMPACTS
OF BUILD ALTERNATIVES WITH NO-BUILD ALTERNATIVE

Impact	No-Build	Build	
		Plan A	Plan B Modified
TRAFFIC			
Traffic Service (1981)	Poor (Level E to F); similar to existing condition	Poor (Level F); slower speeds and greater duration of congestion because of construction	Same as Plan A
ENERGY			
Fuel Consumption	None	Consumption increased slightly by construction equipment and greater congestion and delays	Same as Plan A
LAND USE			
Patterns and Trends	None	No appreciable effect	Same as Plan A
AIR QUALITY			
Microscale			
1-Hour and 8-Hour CO Concentrations	Meet state and federal standards	Higher than No-Build (under 1981 conditions), differences less evident under severe meteorology	Same as Plan A
Microscale			
CO and THC	None	Exceeds NAAQS for 8-hour CO concentrations. Increase CO and THC emission above No-Build conditions in 1981	Same as Plan A
SO_2, Lead, Particulates	None	Regional emissions levels not affected	Same as Plan A
O_3	None	No discernible change in ozone levels	Same as Plan A
BIOTA			
Wildlife Habitat	None	Insignificant loss of low-quality habitat along landscaped I-5 ROW and temporary disurbance to low-quality benthic communities in Oregon Slough	Same as Plan A
PUBLIC SERVICES			
Telephone	None	Temporary/relocations during construction; utility company responsible for relocation costs	Same as Plan A; might involve more relocation planning and construction work than Plan A

MATRIX 2 (Continued)

Impact	No-Build	Build: Plan A	Build: Plan B Modified
Gas	None	Temporary relocations during construction; utility company responsible for relocation costs	Same as Plan A; might involve more relocation planning and construction work than Plan A
Power, Water, Sewer	None	Will require some relocation during construction of Slough Bridge	Same as Plan A
Police and Fire Protection	None	Slight reduction in emergency vehicle access	Same as Plan A
NOISE			
Noise levels	None	Short-term periodic excesses at houseboat locations on Oregon Slough.	Same as Plan A
Total Number of Noise-Sensitive Structures Impacted	None	At 3 sites, noise levels would increase between 4 to 14 dBA at 2 houseboats in Oregon Slough.	Same as Plan A
GEOLOGY SOILS			
Erosion and Sedimentation	None	Minor rate increases, insignificant by implementing erosion control techniques	Potentially greater erosion and sedimentation rates since greater modifications would be required and a greater surface area exposed to leveling forces
Soil Suitability for Slough Bridge Support	None	Potential hazards of settlement and undermining; avoidable by developing suitable foundation support schemes	Same as Plan A
Agricultural Soils	None	None	None
HYDROLOGY AND WATER QUALITY			
Turbidity	None	Only slightly higher as sediments in Oregon Slough generally fine-grained sands and erosion/sedimentation measures effective	Same as Plan A
Surface Water Quality (Oregon Slough)	None	Slightly higher potential for deterioration due to chances of vehicle petroleum spills or construction material disposal	Same as Plan A

MATRIX 2 (Continued)

Impact	No-Build	Build: Plan A	Build: Plan B Modified
ECONOMICS			
Commercial Patronage Employment	None	Some avoidance of local businesses and loss of patronage; generate 930 employment man-years	Somewhat greater adverse impact on local businesses compared to Plan A due to larger area and greater amount of construction involved; generate 1,070 employment man-years.
CULTURAL RESOURCES	None	None	None
SOCIAL CHARACTER			
Neighborhood Character	None	Slight deterioaration of small community of houseboats in Oregon Slough due to encroachment of larger Slough Bridge structures	Same as Plan A
VISUAL CHARACTER	None	Significant deteri ration due to general construction activities and rough-disorganized texture of landscape, greater dominance of I-5 over Oregon Slough area due to temporary detour bridge	Same as Plan A

6. AGENCIES AND ORGANIZATIONS RECEIVING COPIES OF THE DRAFT STATEMENT

a. Federal Agencies

*Coast Guard District
Corps of Engineers, District Engineer
Department of Commerce, National Marine Fisheries Service
*Department of the Interior, Program Policy
*Environmental Protection Agency
Federal Aviation Administration
Federal Energy Administration, Office of Environmental Programs
Federal Highway Administration
*U.S. Department of Agriculture, Soil Conservation Service
U.S. Department of Commerce, Environmental Affairs
U.S. Department of Energy
U.S. Department of Housing, Urban Development

b. Oregon State Agencies

*Department of Environmental Quality
Division of State Lands
*Intergovernmental Relations Division, Executive Department
Land Conservation and Development Commission
Oregon Department of Fish and Wildlife
Oregon Department of Transportation
Oregon State Library
Oregon State Police
Public Utilities Commission
*State Historic Preservation Office
State Marine Board
State Soil and Water Conservation Commission
State Water Resources Board
Traffic Safety Commission

c. Washington State Agencies

Department of Commerce and Economic Development
*Department of Fisheries
Department of Highways
Department of Transportation

*Commented on the draft environmental impact statement.

d. Other Agencies

City of Portland

City Council
City Engineer
*City Planning Director
City Traffic Engineer
Community Development Director
Fire Marshall
Park Bureau
Planning Commission
Public Works Department
Water Bureau

City of Vancouver

Public Works Department

School District No. 1

Columbia/Whitaker Middle School

Multnomah County

County Library
County Commissioners
Department of Environmental Services
Planning Commission
Public Works Department

Clark County

*Department of Public Works

Area Agencies

Metropolitan Services District
Pacific Northwest River Basins Commission
*Port of Portland
*Tri-Met

*Commented on the draft environmental impact statement.

e. Miscellaneous Groups and Persons

Associated General Contractors
Associated Oregon Industries
*Associated Yacht Inc.
Columbia Neighborhood Association
Jim Crest, Portland
Jim Nolan, Portland
Jubitz Truck Stop, Portland
League of Women Voters in Portland
Neighbors North
North Portland Citizen's Committee
Oregon Bank
*Oregon Environmental Council
Oregon Truckers Association
Portland Chamber of Commerce
*Safeway Stores, Inc.
*Steffenoff, Horning & Associates
Steve Roso, Past NPCC Chairman
The Urban League
*Waddle's Restaurant, Portland
Western Environmental Trade Association

f. Utilities and Corporations

*Hayden Island Inc.
Jantzen Beach Shopping Center
Northwest Natural Gas
Pacific Northwest Bell
Pacific Power and Light Company
Portland General Electric Company

g. Newspapers

Columbian (Vancouver, Washington)
Daily Journal of Commerce (Portland; Multnomah County daily paper)
Oregon Journal (Portland; Multnomah County daily paper)
Oregon Labor Press
Oregon Times (Portland)
Oregon Voter
Portland Observer
The Community Press (Portland; Multnomah County weekly paper)
The Oregonian (Portland; Multnomah County daily paper)
Willamette Week

*Commented on the draft environmental impact statement.

h. Television

KATU-TV (Portland)
KGW-TV (Portland)
KOAP-TV (Ed.) (Portland)
KOIN-TV (Portland)
KPTV (Portland)

FOREWORD

This is the Final Environmental Impact Statement (FEIS) for the Jantzen Beach-Delta Park Interchange Section project. The purpose of the project is to improve vehicular access, safety and flow on this section of Interstate 5. The approval of this FEIS will constitute design approval, which will allow final plans, specifications and estimates to be prepared and right-of-way acquisition to begin.

The FEIS describes the alternatives that were presented in the Draft EIS. Special emphasis is given to the Selected Alternative - Alternative B Modified.

A public hearing for the project was held on Thursday, July 19, 1979 at the Multnomah County Exposition Center. Approximately 65 interested persons attended the hearing, of which 21 presented oral or written testimony. Of those expressing a preference to the three alternatives, (No-Build and the two Build proposals--A & B) Alternate B received the most support.

Alternate B Modified is the proposal that was selected for advancement. After evaluating written comments and the oral testimony received at the public hearing, several specific changes were made in the original Plan B. These modifications were designed to help reduce right-of-way impacts and improve traffic movement. A detailed description of these modifications can be found in the Project Alternative section.

Specific questions and recommendations received from other public agencies, businesses and the public have been answered in the Comments section of this report. Copies of the letters are included. Remarks made at the public hearing are identified in the Project Coordination, Public Involvement, and Public Hearing Results section.

This impact statement is required by federal law. The National Environmental Policy of 1969 requires an environmental impact statement on all major federal actions that would significantly affect the quality of the human environment. The project will require a bridge permit from the U.S. Coast Guard and this document will be used to support the information requested for the permit. Because of this, the Coast Guard has had input into the preparation of this document.

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1 Project Background

1. PROJECT BACKGROUND

The proposed Jantzen Beach-Delta Park Interchange project involves upgrading that part of Interstate 5 (I-5) immediately south of the Columbia River to interstate highway standards. The project is intended to achieve the following: give through traffic priority over local traffic to reduce congestion and thereby move traffic more efficiently; add auxiliary lanes to allow for improved merging and weaving; improve traffic safety; and accommodate future opportunities for transit service.[1]

This section of the Final Environmental Impact Statement (FEIS) provides an overall description of the proposed project, including location and setting; historical development; the project's purpose and objectives; interrelationships between the proposed project and other transportation-related projects, and coordination and public involvement.

1.1 PROJECT LOCATION, SETTING AND TOPOGRAPHY

The proposed project is located at the northern limits of the City of Portland in Multnomah County, Oregon on the south bank of the Columbia River (See Figure 1). The project extends 1.2 miles along Interstate 5, from Denver Avenue on the south to Jantzen Beach Interchange on the north. I-5 traverses parkland, interchanges with Union Avenue and Marine Drive, spans the Oregon Slough, and passes through commercial and tourist developments on Hayden Island (See Figure 2).

The primary highway connecting western Oregon and Washington, I-5 provides the only direct commuter link between Vancouver, Washington, and Portland, Oregon, until I-205 is opened in 1982. It is the most heavily travelled north-south artery in Portland.

Local development, particularly on Hayden Island, has generated greater local traffic (vehicular trips beginning or terminating in the study area) thereby reducing the capacity of I-5 to accommodate regional (metropolitan Portland) and interregional through traffic. Completion of I-205 (as discussed later under related projects) would divert some regional through traffic from I-5, but relief to traffic congestion would be minimal and of short duration due to future growth.

---

[1]Merging is defined as the incorporation of ingress traffic from an on-ramp to the main traffic flow. Weaving is defined as the cross flow of two or more traffic movements, e.g., when ingressing and egressing traffic must exchange lanes.

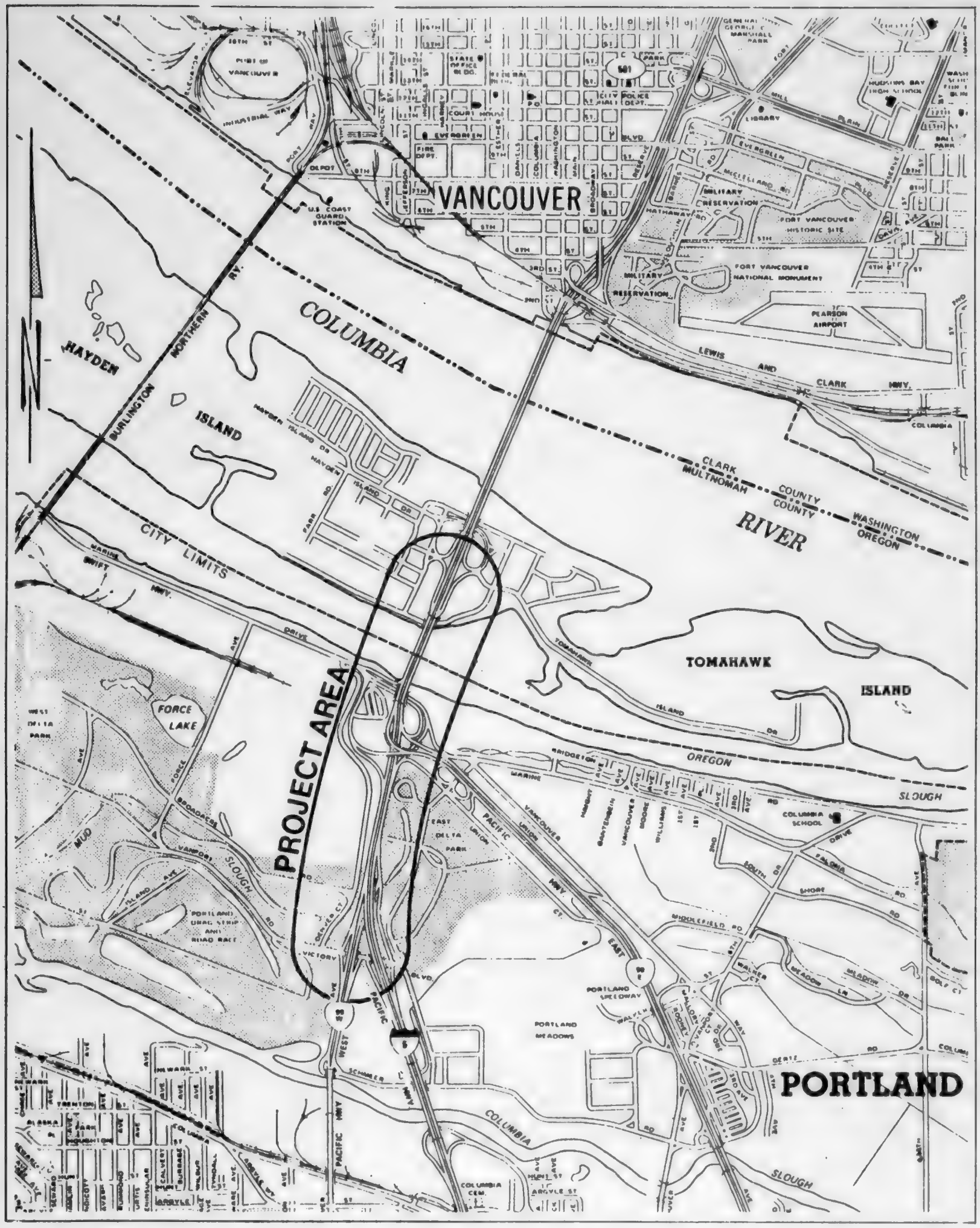
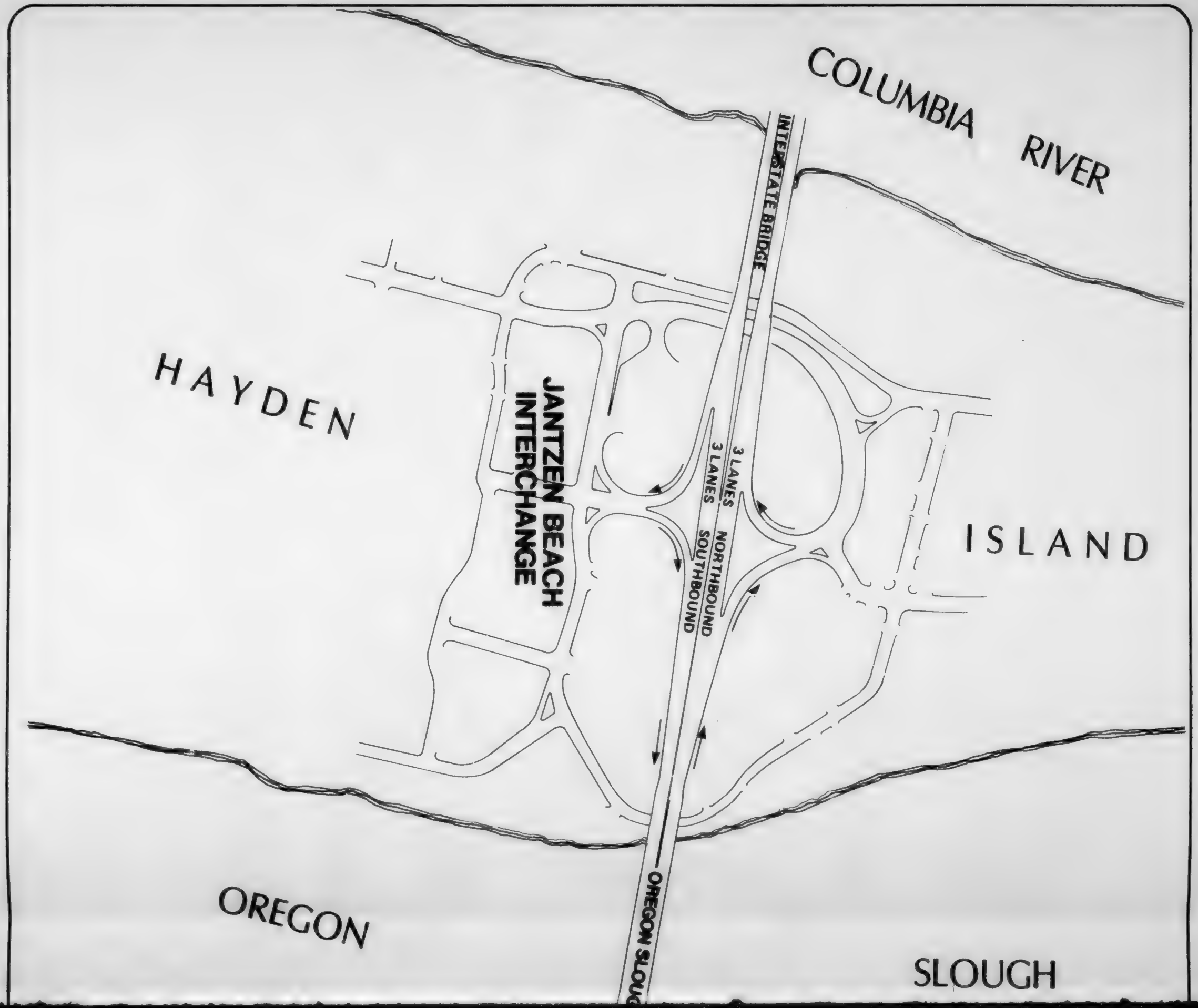


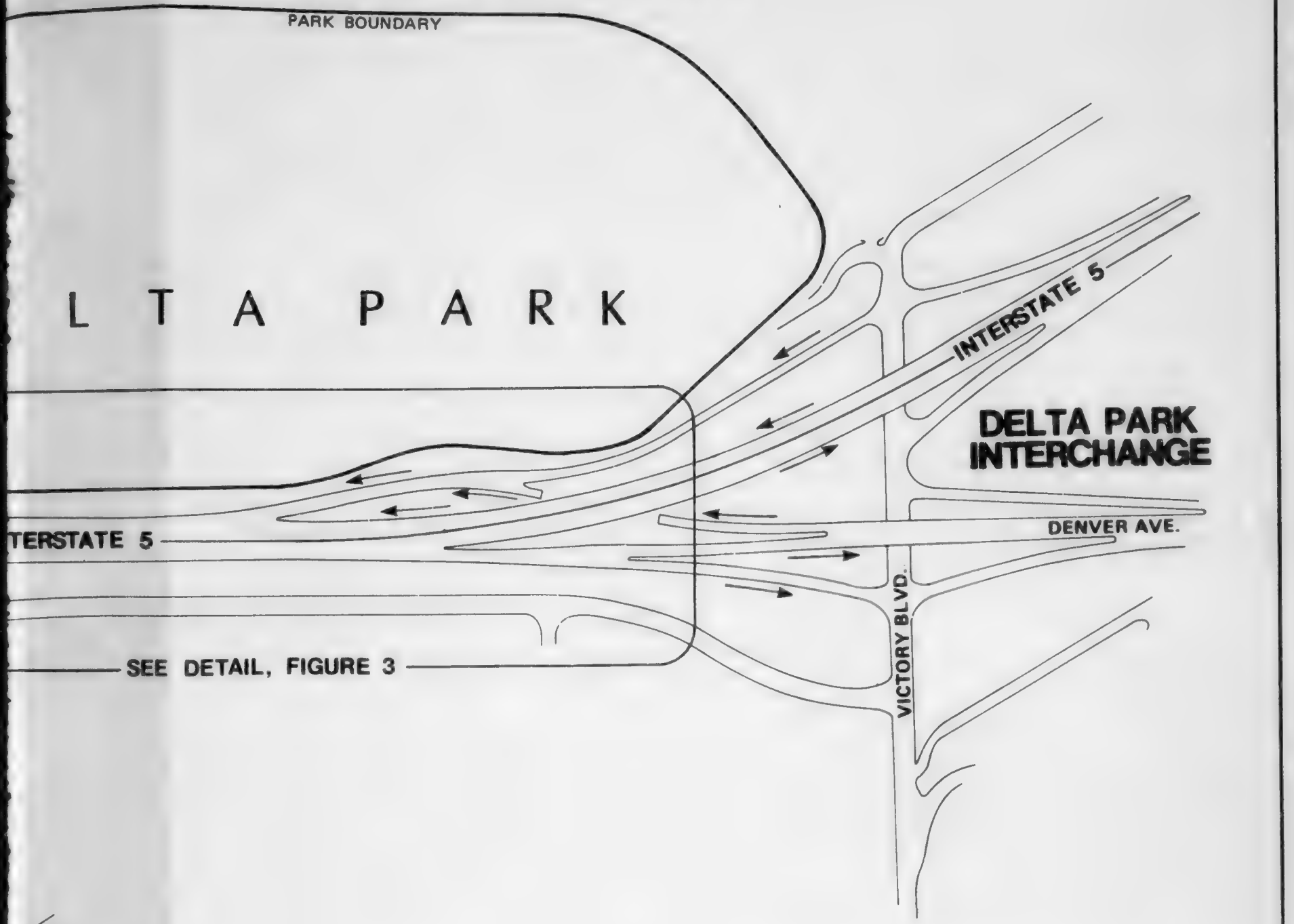
FIGURE 1
PROJECT AREA LOCATION


COLUMBIA RIVER
INTERSTATE BRIDGE
HAYDEN
ISLAND
JANTZEN BEACH INTERCHANGE
3 LANES NORTHBOUND
3 LANES SOUTHBOUND
OREGON
OREGON SLOUGH
SLOUGH

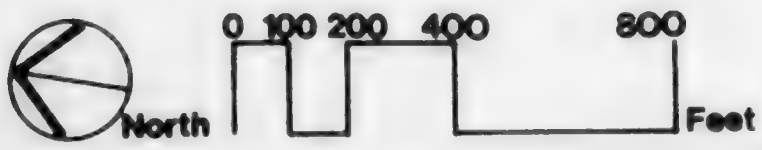
SLOUGH
EAST MARINE DR.
N. VANCOUVER WAY
UNION AVE.
D E L T A
OREGON SLOUGH BRIDGE
2 LANES
2 LANES
NORTHBOUND
SOUTHBOUND
INTERSTATE 5
SEE DETAIL, F
UNION/WEST MARINE
INTERCHANGE
OREGON
WEST MARINE DR.
(SWIFT HWY.)

FIGURE 2

Existing Conditions



JANTZEN BEACH – DELTA PARK INTERCHANGE



Average daily traffic (ADT) approximates 104,000 vehicles immediately south of the Columbia River Bridge, between the freeway ramps at the Jantzen Beach and Union/West Marine Interchanges, ADT approximates 75,000 vehicles immediately south of the Union/West Marine Interchange and north of Denver Avenue. Peak hour traffic volumes average 9,000 at the Jantzen Beach location and 6,000 peak hour vehicles near Denver Avenue.

These peak hour volumes strain the existing capacity of I-5, resulting in undesirable levels of service. The most acute traffic problems in the study area currently occur between the Columbia River Bridge and the Union/West Marine Interchange due to capacity limitations on I-5, particularly on the Oregon Slough Bridge. Peak hour traffic volume along this section of I-5 often exceeds the design capacity by up to 12 percent. The duration of congestion in the area now spans a period from 6:00 a.m. to 9:00 a.m. for southbound traffic, and from 3:30 p.m. to 6:30 p.m. for northbound traffic.

In addition to undesirable service levels, serious traffic safety hazards exist in the area. Between January, 1971, and July, 1976, more than 290 accidents were reported on I-5 between the Columbia Slough Bridge and the Oregon Slough Bridge. Although no fatalities were reported, almost 200 people were injured.

Severe congestion and safety hazards prevail along the project segment of I-5 due to numerous structural or design problems, some of which fail to meet existing interstate standards for highway design. These are identified in Table 1. Figure 3 delineates the character of the merge/weave conflict between the Delta Park and Union/West Marine interchanges.

The project area is located in the Columbia River floodplain which is approximately 1.5 miles wide at this point, and bounded on the south by Columbia Slough. Topography is generally sloping toward the south, away from the Columbia River, due to natural levee formation. Diking and filling have augmented the natural levees to afford flood protection and have divided the area into internally drained basins. Elevations range from about 25 feet above mean sea level (msl) along Oregon Slough to about 10 feet msl near Columbia Slough on the south. The project area on Hayden Island has been filled to approximate elevations of 20 to 30 feet msl.

The present highway (I-5) is built on fill, forming a local drainage basin divide. Minor widening of this fill does not constitute a significant encroachment on the floodplain and the project will not have an effect on the floodplain, mainly due to the fact that the highway itself is part of the diking system, and the grade of highway itself is not being raised. Also, because of the diking system, this area no longer functions as active floodplain.

TABLE I

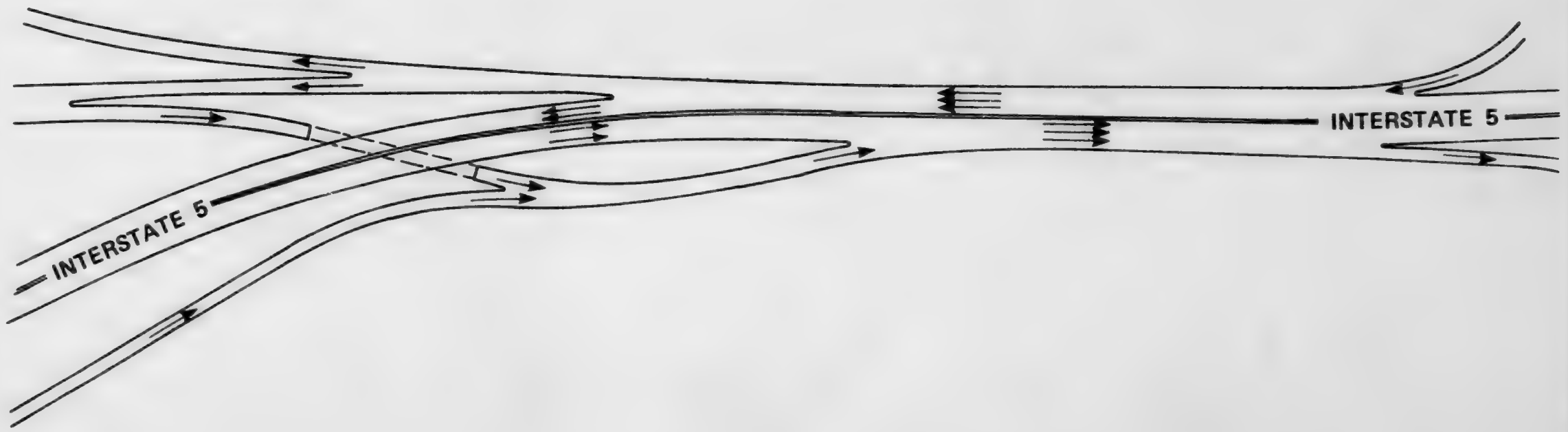
I-5'S EXISTING STRUCTURAL AND DESIGN PROBLEMS
IN PROJECT AREA

Factor	Problem
Structural Problems	-- Supporting piers (foundations) of northbound structure of Oregon Slough Bridge are being undermined by severe erosion caused by downstream dredging, a continuous maintenance program of riprapping is required in order to alleviate this problem.
	-- Oregon Slough Bridge decking is deteriorated.
	-- Horizontal alignments (curvatures) of 9.2o northbound and 12.1o on southbound structures contrast with an AASHTO recommended standard of 3o curvature.
	-- Southerly vertical alignments of 5.4% grade change contrast with AASHTO recommended standard of 3.0% grade change. This substandard curvature produces very uncomfortable driving conditions.
	-- Superelevation, or the degree to which curves bank in order to counteract centrifugal force, is practically nonexistent in critical areas.
Ramp Design and Bridge Problems	-- Southbound I-5 to westbound Marine Drive ramp has substandard deceleration lane and substandard ramp curvature.
	-- Southbound I-5 to Union Avenue ramp, a drop-lane structure, is narrow and the roadway and structure in the vicinity of the ramp have a left curve of greater than 9o; and the structure restricts widening of the freeway.
	-- Spacing between westbound Marine Drive off-ramp and Union Avenue off-ramp on southbound I-5 is insufficient to allow traffic sorting to occur safely.
	-- Eastbound Marine Drive to Union Avenue ramp at I-5 restricts widening of freeway.

TABLE I (Continued)

Factor	Problem
Ramp Design and Bridge Problems (Contd.)	-- The intersection for westbound movements on East Marine Drive at Union Avenue is designed for volumes lower than presently handled.
	-- Union Avenue to I-5 northbound ramp geometrics are confusing; requiring traffic on Union Avenue to use the left lane to enter the ramp to go right to Vancouver.
	-- West Marine Drive to I-5's northbound ramp is constructed on a substandard horizontal alignment; the radius is short and the curvature is severe.
	-- Curvatures at the Jantzen Beach ramp are too extreme to allow for smooth acceleration/deceleration.
	-- Absence of shoulders on Oregon Slough Bridge for an emergency parking.
Weave and Merge Lengths	-- Inadequate weave and merge lengths exist for traffic entering or exiting I-5 between Denver and Union/West Marine Interchanges.
	-- Inadequate weave lengths exist for traffic entering and exiting I-5 between Union/West Marine and Jantzen Beach Interchanges.
Intersection Control	-- Inadequate control of vehicular movements at intersections of highway ramps and surface streets to east and west of I-5 due to lack of signals.

FIGURE 3
MERGE/WEAVE PROBLEMS BETWEEN DELTA PARK AND UNION AVENUE/WEST MARINE DRIVE INTERCHANGES



1.2 PROJECT HISTORY

Over the past 11 years, various proposals and designs have been studied by the Oregon Department of Transportation (ODOT) in order to eliminate the operational and structural deficiencies on this section of I-5. The studies have investigated projects ranging in scope from minor improvements involving resurfacing the Oregon Slough Bridge to major efforts involving the reconstruction of the bridges spanning both the Oregon Slough and the Columbia River. However, the major deficiencies have remained uncorrected because previously proposed projects exceeded available financial resources. Interest in the project has been sustained over the years by a continuing general deterioration of traffic flow and safety conditions caused by increased urban growth, associated vehicular traffic increases, and freeway design problems.

Evolution of the most recent project proposal began in 1975 with the definition of project boundaries on I-5 and reevaluation of Slough Bridge design. Since then, support and approval of the project has been secured from various concerned public agencies.

Project Scope

The project will provide structural and operational solutions to traffic problems generated on I-5 between the Delta Park and Jantzen Beach interchanges. These problems include capacity limitations and safety hazards generated on the Oregon Slough Bridge at three interchanges--Delta Park, Union/West Marine, and Jantzen Beach--and between these interchanges. The project will be consistent with the traffic-handling capacities on I-5 to the north and south of the project area, i.e., the six-lane Columbia River interstate bridge located immediately north of the Jantzen Beach Interchange and the four-lane section of I-5 situated immediately south of the Delta Park Interchange.

As project boundaries were being defined, the need to expand the capacity of the Slough Bridge from six lanes to eight lanes was identified. This additional capacity will improve through traffic flow by minimizing conflicts with southbound traffic originating from, or northbound traffic destined to Hayden Island.

Public Agency Approval

In 1976, the Metropolitan service District (MSD)--until recently the Columbia Regional Association of Governments (CRAG)--recommended that ODOT advance project development and construction in its adoption of the Interstate Bridge Corridor Study Report. Multnomah County requested project implementation in its endorsement of the study report. The City of Portland and Multnomah County subsequently succeeded in raising the priority of the project in the ODOT six-year highway improvement program. Multnomah County then revised

its comprehensive plan for Hayden Island, to ensure that Hayden Island development reflected the capacity of the adjacent freeway.

In 1977, project objectives were defined more clearly and the scope of the project was expanded slightly. In August, 1977, MSD adopted a resolution which outlined specific objectives that should be met in the design of the project. These objectives underline the basic goals, as enumerated in the following discussion concerning the purpose of the project.

In November, 1977, a federal-aid project request and an addendum to the 1975 assessment were submitted to the Federal Highway Administration (FHWA). The request established broader project limits in order to include merge/weave problems south of the Slough Bridge that were revealed by new traffic studies. FHWA concurrence was received in the same month.

1.3 PURPOSE AND OBJECTIVES OF PROJECT

The purpose of the proposed project is to provide for the efficient and safe flow of traffic along the I-5 corridor immediately south of the Columbia River. The general objectives as enumerated by CRAG in its August, 1977, Resolution, are the following:

-- Through traffic is given priority and is moved more efficiently.

-- Auxiliary lanes are added to account for merging and weaving.

-- Traffic safety is improved.

-- Flexibility is included to accommodate either High Occupancy Vehicles (HOV) or exclusive transit facilities in the future.

The project-specific design objectives developed by the combined Technical Advisory Committee and Citizens Advisory Committee (TAC/CAC) include the following:

Traffic

Primary consideration would be given to the movement of through traffic.

-- The Oregon Slough Bridge should be designed to accommodate six through traffic lanes on I-5 and two auxiliary lanes to facilitate weaving and merging for access and egress to and from the Union/West Marine and Jantzen Beach Interchanges.

-- The Union/West Marine and Jantzen Beach interchange ramps should be redesigned to reflect capacity on I-5.

-- Ramp-metering will be installed at all on-ramps from the Marquam Bridge to the Interstate Bridge as a part of the I-5 North Freeway Improvement and Management Program.

-- Design of the Union/West Marine Interchange should facilitate the full development of Rivergate and adjacent industrial areas as well as reflect capacity constraints. (Particular attention would be given to providing major truck access to West Marine Drive, discouraging auto and truck access to East Marine Drive, and minimizing auto/truck conflicts.

Safety

Traffic conflicts should be minimized.

Horizontal and vertical alignment of the freeway, ramps, and connecting roads should be designed to current interstate highway safety standards.

Bicycle/pedestrian movements should be protected (separated) from vehicular traffic movements between Hayden Island and Delta Park.

Public Transportation

The Oregon Slough Bridge should be designed with adequate width to provide flexibility to accommodate a full range of future transit options.

Beautification

The proposed project-section of I-5 should be landscaped consistent with state, city, and county standards and practices.

1.4 RELATED PROJECTS

The proposed project represents only one facet of overall improvements planned to improve regional north-south traffic flow characteristics in the Portland-Vancouver metropolitan area. Four other improvements will function independently of the Slough Bridge project, however they are related and are described on the following page.

-- I-5 Transportation System Management (TSM) Project: This project extends from the Marquam Bridge near downtown Portland to the I-5 Columbia River crossing near Vancouver. It is intended to upgrade this segment of I-5 by implementing primarily low-cost or low capital investment traffic engineering improvements; plan development for these improvements is underway.

-- Ramp Metering (Citywide): A program to implement ramp controls at all entrances to the I-5 freeway system in Portland is being initiated. The purpose of the program is to distribute more evenly the demand of vehicles entering the freeway system by controlling the frequency of vehicle access at selected ramps.

   In addition to smoothing out traffic surges on the treeway and aiding in merging maneuvers, ramp metering will assist in maintaining a desirable level of service on the freeway by preventing overload during peak periods.

   Ramp control must be implemented on a systemwide rather than individual basis in order to be effective. The interchanges within the project area would be included under this program regardless of which alternative is ultimately selected, including the No-Build Alternative.

-- I-5 and State Route (SR)-14 Interchange: The reconstruction of I-5 and the SR-14 interchange near Vancouver in a $14.6 million interchange project is scheduled as a long-term major capital investment.

-- I-205 Columbia River Bridge: This is a major interstate project to provide another Columbia River crossing in the Portland-Vancouver area. The $120 million bridge project is located approximately six miles upstream (east) from the I-5 Columbia River crossing.

-- I-5 Corridor Transit Service: Improved transit service in the I-5 corridor between Vancouver and Portland is the intent of this project. Tri-Met provides the service under contract to Vancouver and Clark County. The existing services include scheduled stops at Hayden Island.

1.5 PROJECT COORDINATION, PUBLIC INVOLVEMENT AND PUBLIC HEARING RESULTS

A combined Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) was created in December 1977 to assist in the development of criteria and parameters needed to guide preliminary engineering work on the project. The TAC/CAC is made up of representatives of the FHWA; the states of Oregon and Washington; counties of Multnomah, Oregon; Clark, Washington; the Port of Portland, and local civil organizations and private industry.

This committee met about once every month from January to June, 1978. In the first series of meetings, this committee developed a list of project objectives based on the CRAG resolution and with respect to city and county policy, Portland's Arterial Street Classification Policy, the Multnomah County Comprehensive Plan, and the Hayden Island Plan.

The TAC/CAC subsequently reviewed various project alternates based on objectives and on constraints imposed by traffic conditions, Delta Park, and funding.

In an attempt to determine which of the three alternatives the I-5 users favored, approximately 800 survey questionnaires were mailed out to Portland area and Clark County residents. These people were randomly selected from the registration of car license plate numbers of vehicles using the Oregon Slough Bridge on the morning of June 6, 1979. Twenty-seven percent (27%) of the questionnaires mailed out were returned. A large majority (85%) of those people who responded favored one of the build alternatives. The following is a tabulation of the survey results:

No-Build	29	(12%)
Plan A	52	(22%)
Plan B	107	(46%)
Either A or B	39	(17%)
No Opinion	6	(3%)

A staffed information booth was operated at Jantzen Beach Shopping Center from noon to 9 p.m., July 12-13; and from noon to 6 p.m. on Saturday July 14. This booth was to provide the public with current information about the proposed project. Information available included large hearing maps, informational flyers, photos, the DEIS, and basic fact packets. More than 100 packets were distributed to interested people.

On Thursday, July 19, 1979 a public hearing was held at the Multnomah County Exposition Center, 2060 North Marine Drive, to receive testimony on the project. Prior to the hearing, an open meeting was conducted to inform interested persons on the latest proposals and to hand out the project fact sheets. Approximately 65 people attended the 7:30 p.m. hearing, in which 21 persons presented oral or written testimony. By August 1, 1979, the last day in which official testimony could be received, 30 people had presented written or oral testimony. The summary of those comments received are listed below:

Tabulation of Alternative Preference

No-Build	1	(3%)
Build Alternative (Either A or B)	14	(47%)
Alternative A	4	(13%)
Alternative B	11	(37%)
Total Testimony	30	(100%)

Summary of Testimony Received

-- Seven (7) persons expressed concern that the Oregon Slough Bridge and project be designed to enable mass transit, preferably light rail transit (LRT), in the future. Some people indicated a preference for transit stations or ability to connect to Hayden Island. The alternative selected for advancement does provide for wide enough facilities to convert to a LRT, busway or highway occupancy vehicle lanes in the future. The design of the Oregon Slough Bridge will have a HS-25 live load rating which will be capable of carrying any LRT vehicles being considered for other corridors in this region. There are no funds available at this time to provide for LRT, stations or connections.

-- A representative from the Peninsula Drainage District No. 2 pointed out that the bridge construction will be on the levees that provide flood control for the district. The district will need to review final plans prior to construction to determine that construction will not reduce flood protection. ODOT will design the project to maintain the existing flood protection. Preliminary project plans will be available for review by governmental agencies, including the Peninsula Drainage District No. 2.

-- Two people testified that the existing Union Ave./West Marine Drive connections were adequate and that existing and projected traffic volumes do not economically justify the need for the proposed new facility. There was also some concern the traffic signal westbound will restrict the traffic flow. In response to these opinions, the proposed structure will eliminate some unsatisfactory off-ramp movements onto Swift Blvd. and will provide the flexibility to accommodate additional lanes or transit flexibility along the freeway. The signalization will be capable of handling up to 70% more traffic than the projected volumes. The proposal is consistent with the adopted City of Portland's "Arterial Streets Policy" and Port of Portland's "Rivergate Policy and Development Plan".

-- There was concern that the design of the interchange should accommodate future development adjacent to the interchange. The interchange is designed to accommodate future projected traffic based on available growth forecasts. It will be capable of handling all the traffic that can be metered onto the freeway, which in turn is controlled by Interstate Bridge capacity.

-- One person expressed apprehension about the congestion that will be caused by the project construction. O.D.O.T. will attempt to schedule the construction for late fall of 1981 with no major detours until the fall of 1982, when I-205 is scheduled to be completed. If I-205 is not completed on schedule, the Jantzen Beach-Delta Park project will either be delayed or

the department will restrict work areas and construction during peak hours.

-- The District Administrator for the Washington State Department of Transportation indicated that the proposed Alternative B would be the most cost-effective and does complement the work that is underway on the Vancouver Freeway.

-- East Marine Drive and Union Avenue should have a better merging pattern to eliminate the bottleneck prior to entering the freeway. There should be two lanes for the on-ramps from these roads with a merging lane from Swift yielding. The signalized intersection will allow sufficient time for merging of traffic from N. Marine Drive onto Union prior to entering the on-ramp. There is enough traffic entering the freeway to require a separate merging lane from Swift onto the on-ramp.

-- One person expressed concern for possible structural failure of the Slough Bridge because of a reported over use. In response, the structure is structurally sound and no problems exist with the loading. The only problem is with the erosion around piers. This is being dealt with by continued maintenance and riprapping the fittings.

-- One person pointed out that the emergency shoulders would be lost with the conversion of these areas to some sort of mass transit facility. If mass transit is adopted in the corridor, the implementation may eliminate the emergency shoulders. However, funding is now only available for the justified maximum design width shoulders, based on traffic volumes and the proposed number of lanes on the bridge. Additional width could not be added, without the prior planning, coordination, and a definite design for a mass transit system in this corridor.

-- A comment made at the public hearing stated that additional development on Hayden Island will aggravate existing traffic. It was suggested that a building moratorium should be applied until the present traffic situation is corrected. In response, the Jantzen Beach-Delta Park Interchange project will generate very little, if any, further growth to Hayden Island. Traffic flow to and from Hayden Island will provide safer and more efficient access. Some queuing during peak hours may be experienced on the northbound on-ramps to I-5. Controls of future development on the Island is regulated by Multnomah County through comprehensive land-use planning.

2 Project Alternatives

2. PROJECT ALTERNATIVES

2.1 INTRODUCTION

Three alternatives were discussed in the Draft Environmental Impact Statement (DEIS) including two Build Alternatives and a No-Build Alternative. After considering the public comments and recommendations received at the July 19, 1979 public hearing and letter comments, and after re-evaluating the traffic information, Alternative B was selected with some modifications to the original proposal. The modifications are discussed in the Selected Alternative portion of this section.

Alternative B Modified was selected to be advanced based on the following:

-- Consistent with the City of Portland's arterial street policy.

-- Consistent with the general objectives stated in the August 1977 Resolution by CRAG (now MSD).

-- Consistent with the goals and objectives of the local and regional governments.

-- Meets the requirements and objectives set forth by the Citizens Advisory Committee.

-- Provides the most relief for freeway congestion and improves freeway access and safety.

-- The alternative selected by the local governments, and preferred by the majority of the public testifying at the July 19 hearing.

2.2 BUILD ALTERNATIVE SIMILARITIES

Alternative Plans A, B and B Modified have numerous similar design features. For the purpose of brevity Plans B and B "Modified" will be considered as the Selected Alternative in this report. The modifications are detailed in the "Selected Alternative" portion of this section.

Plans A and B preserve the basic patterns of movement (i.e., directional flow) on I-5 between the Delta Beach Interchange and Jantzen Beach (See Figures 4, 5 and 6). Both alternatives, especially Selected Alternative B Modified, require substantial changes to the structural features in order to correct the outdated alignment and merge/weave problems. Common elements of the Build Alternative also include:

-- Separation of the I-5 to Union Avenue/West Marine Drive exit movements from the Denver Avenue to I-5 northbound movements by channeling the exit traffic onto a separate lane located to the east of the Denver Avenue on-ramp.

-- Replace the existing six-lane Oregon Slough Bridge with an eight-lane structure.

-- Increase the ramp capacity of the Jantzen Beach Interchange from one to two lanes for northbound traffic exiting I-5.

-- Provides signals at the intersection of Union Avenue to I-5 on-ramp.

-- All ramps in the project area will include ramp metering as a part of the I-5 north management and improvement program. However, if this program were not implemented, a vital part of the interchange project in both Build Alternatives would be the ramp metering of the northbound "on-ramp" at Jantzen Beach.

Proposed typical cross section for the I-5 roadway can be seen in Figure 7.

2.3 SELECTED ALTERNATIVE PLAN B MODIFIED

There are four major design features of the proposed project in the Selected Alternative. These features include:

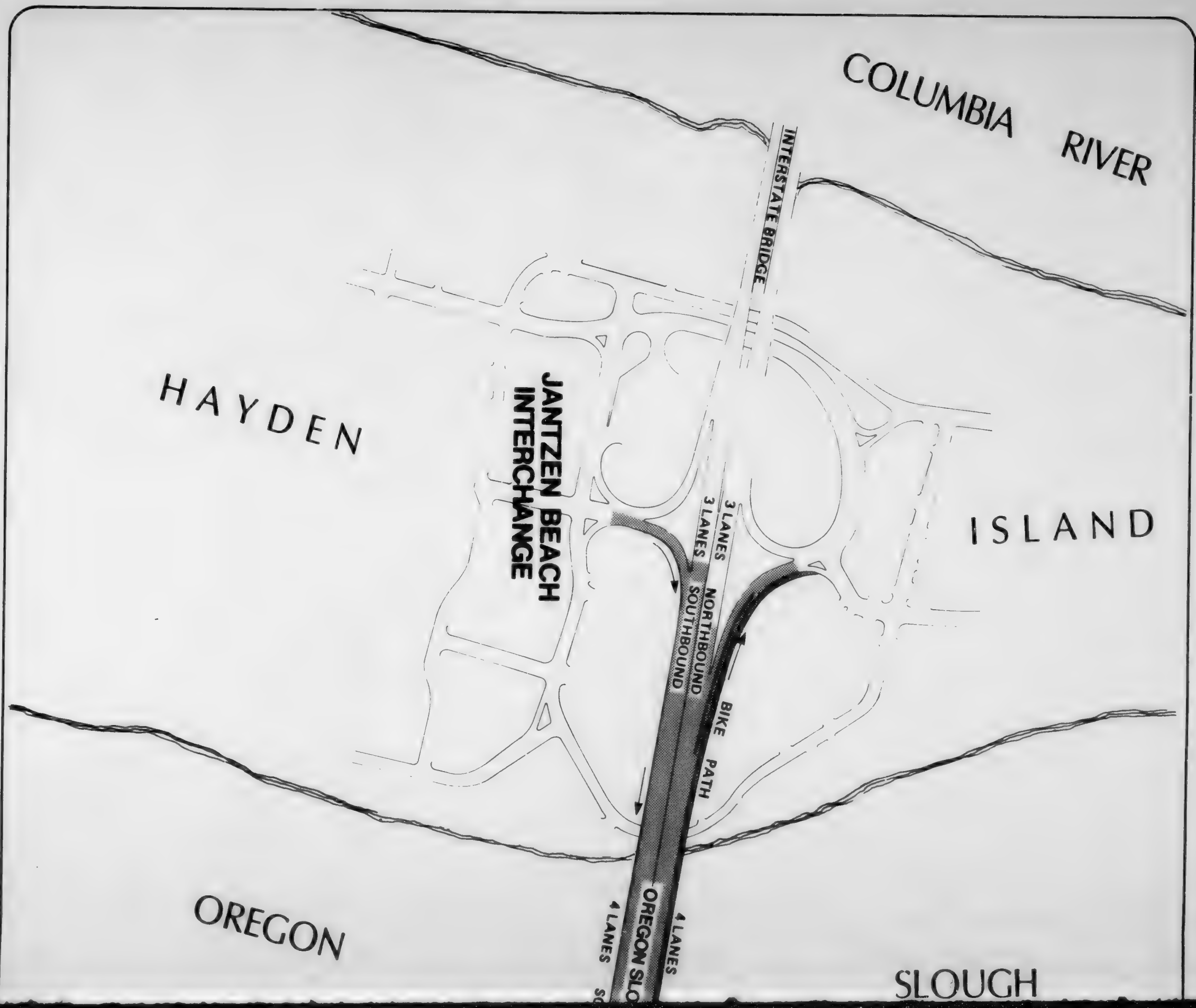
-- I-5, including ramp structures, between Denver Avenue and Union Avenue/West Marine Drive.

-- Union Avenue/West Marine Interchange.

-- Oregon Slough Bridge.

-- Jantzen Beach Interchange on Hayden Island.

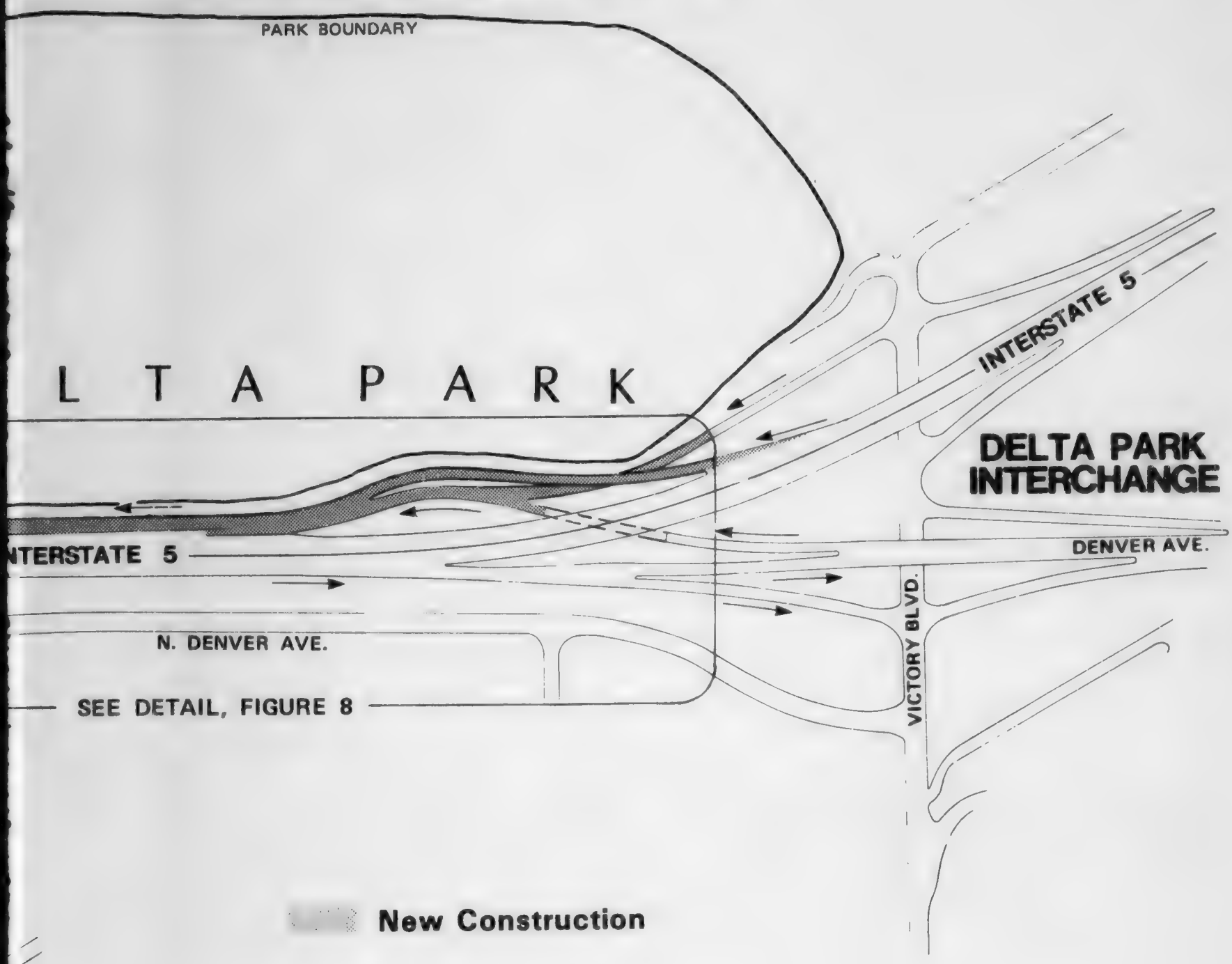
The Selected Alternative Plan B Modified will completely redesign the Union Avenue/West Marine Drive Interchange to simplify the traffic patterns and remove the limitations to future widening of I-5. Three overpass structures (two spanning I-5 and one across the I-5 northbound to West Marine Drive off-ramp) will be replaced by one structure connecting Union Avenue and West Marine Drive in a direct, through traffic alignment. It will combine the I-5 southbound to Union Avenue/West Marine Drive movements into a loop ramp. This replacement structure will be wide enough to accommodate future transit opportunities. Acquisition of Delta Park land will not be required by the Selected Alternative.


COLUMBIA RIVER
INTERSTATE BRIDGE
HAYDEN ISLAND
JANTZEN BEACH INTERCHANGE
3 LANES
3 LANES
NORTHBOUND
SOUTHBOUND
BIKE PATH
OREGON
4 LANES
OREGON SLOUGH
4 LANES
SLOUGH

SLOUGH
EAST MARINE DR.
N. VANCOUVER WAY
UNION AVE.
N. UNION COURT
Alt
PARK BOU
D E L T A
BIKE PATH
LANES NORTHBOUND
EGON SLOUGH BRIDGE
ANES SOUTHBOUND
2 LANES
2 LANES
NORTHBOUND
SOUTHBOUND
INTERSTATE 5
N. DENVER AVE.
SEE DETAIL, FIGURE 8
UNION/WEST MARINE
INTERCHANGE
OREGON
(SWIFT HWY.) WEST MARINE DR.
JAN

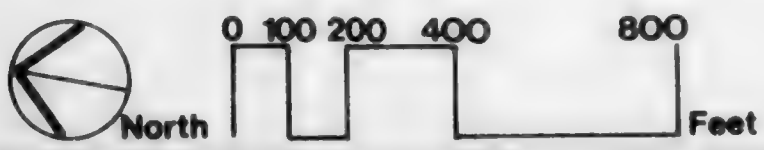
FIGURE 4

Alternative Plan A



New Construction

JANTZEN BEACH – DELTA PARK INTERCHANGE



COLUMBIA RIVER

INTERSTATE BRIDGE

HAYDEN ISLAND

JANTZEN BEACH INTERCHANGE

3 LANES NORTHBOUND

3 LANES SOUTHBOUND

BIKE PATH

OREGON SLOUGH

4 LANES NO

4 LANES SOU

OREGON

SLOUGH

SLOUGH

EAST MARINE DR.

N. VANCOUVER WAY

N. UNION COURT

UNION AVE.

NORTH ALT

SOUTH ALT

BIKE PATH

Alte

PARK BOUNDARY

D E L T A P

LANES NORTHBOUND

GON SLOUGH BRIDGE

LANES SOUTHBOUND

2 LANES NORTHBOUND

2 LANES SOUTHBOUND

INTERSTATE – 5

N. DENVER AVE.

SEE DETAIL, FIGURE

2 LANES EAST & WEST BOUND

UNION/WEST MARINE INTERCHANGE

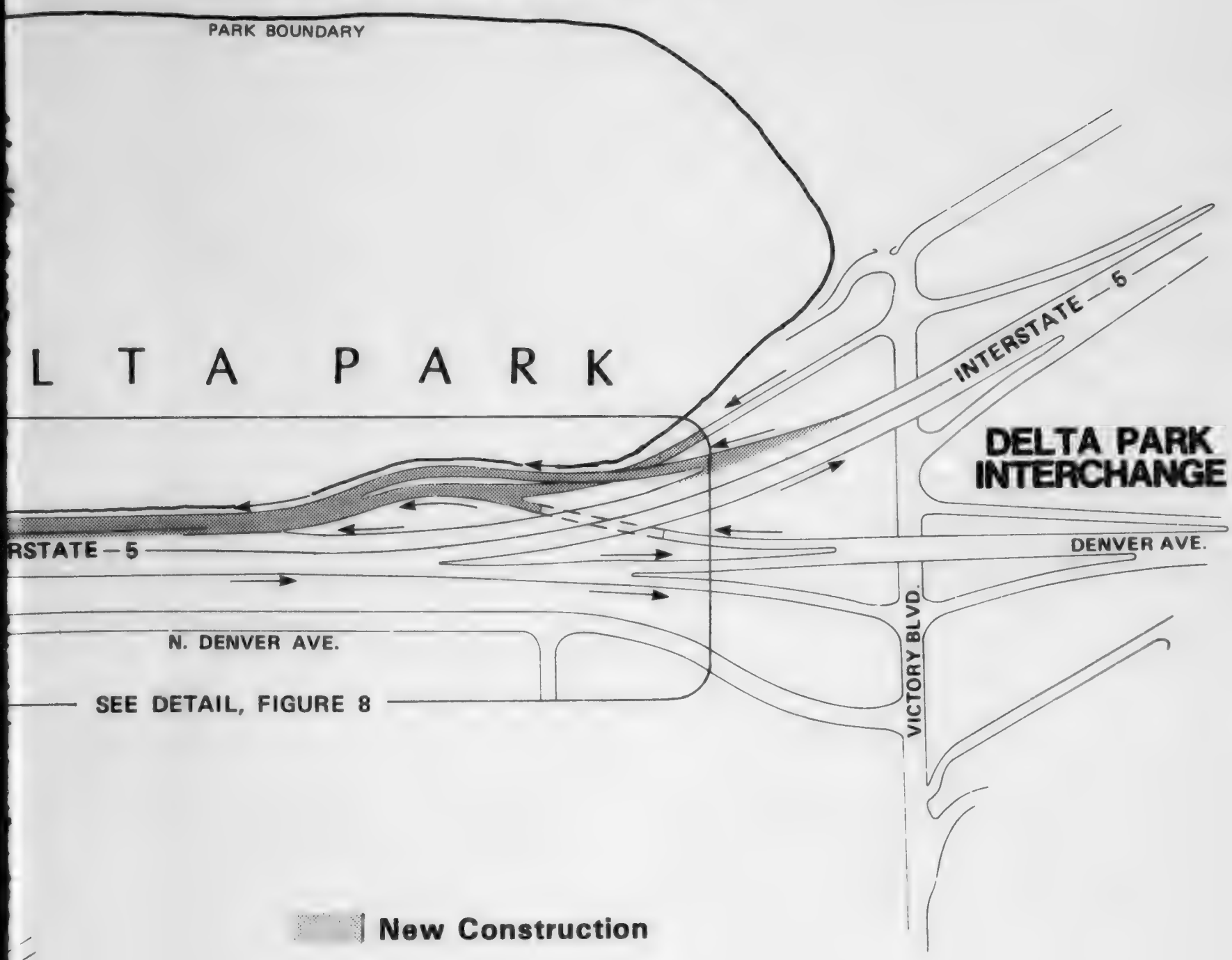
(SWIFT HWY.) WEST MARINE DR.

OREGON

JAN

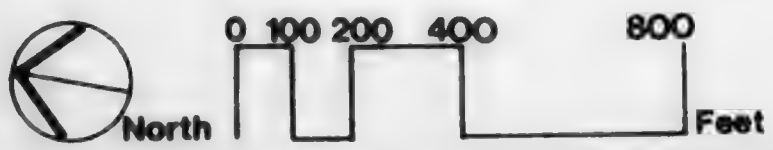
FIGURE 5

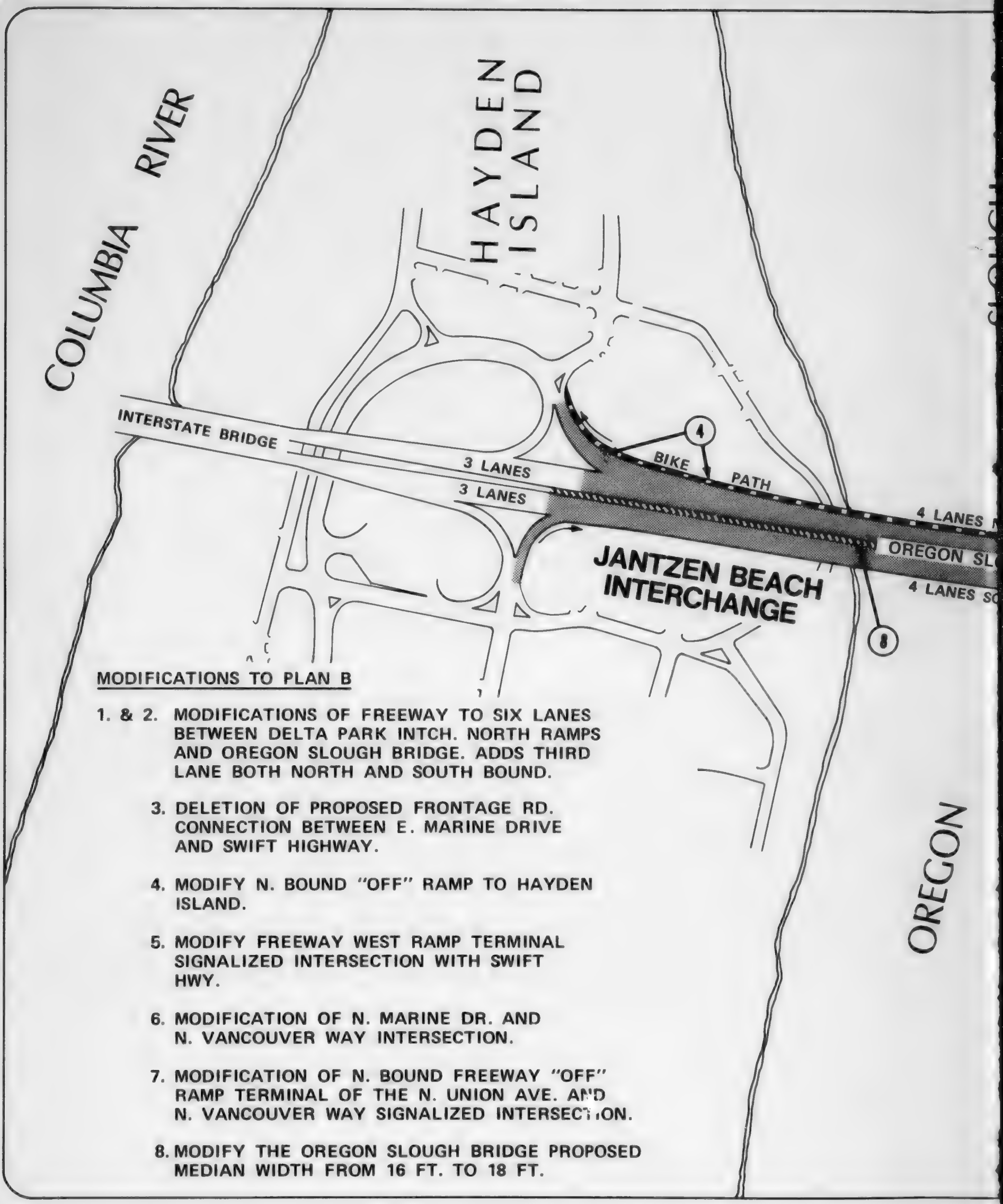
Alternative Plan B



New Construction

JANTZEN BEACH — DELTA PARK INTERCHANGE





MODIFICATIONS TO PLAN B

1. & 2. MODIFICATIONS OF FREEWAY TO SIX LANES BETWEEN DELTA PARK INTCH. NORTH RAMPS AND OREGON SLOUGH BRIDGE. ADDS THIRD LANE BOTH NORTH AND SOUTH BOUND.

3. DELETION OF PROPOSED FRONTAGE RD. CONNECTION BETWEEN E. MARINE DRIVE AND SWIFT HIGHWAY.

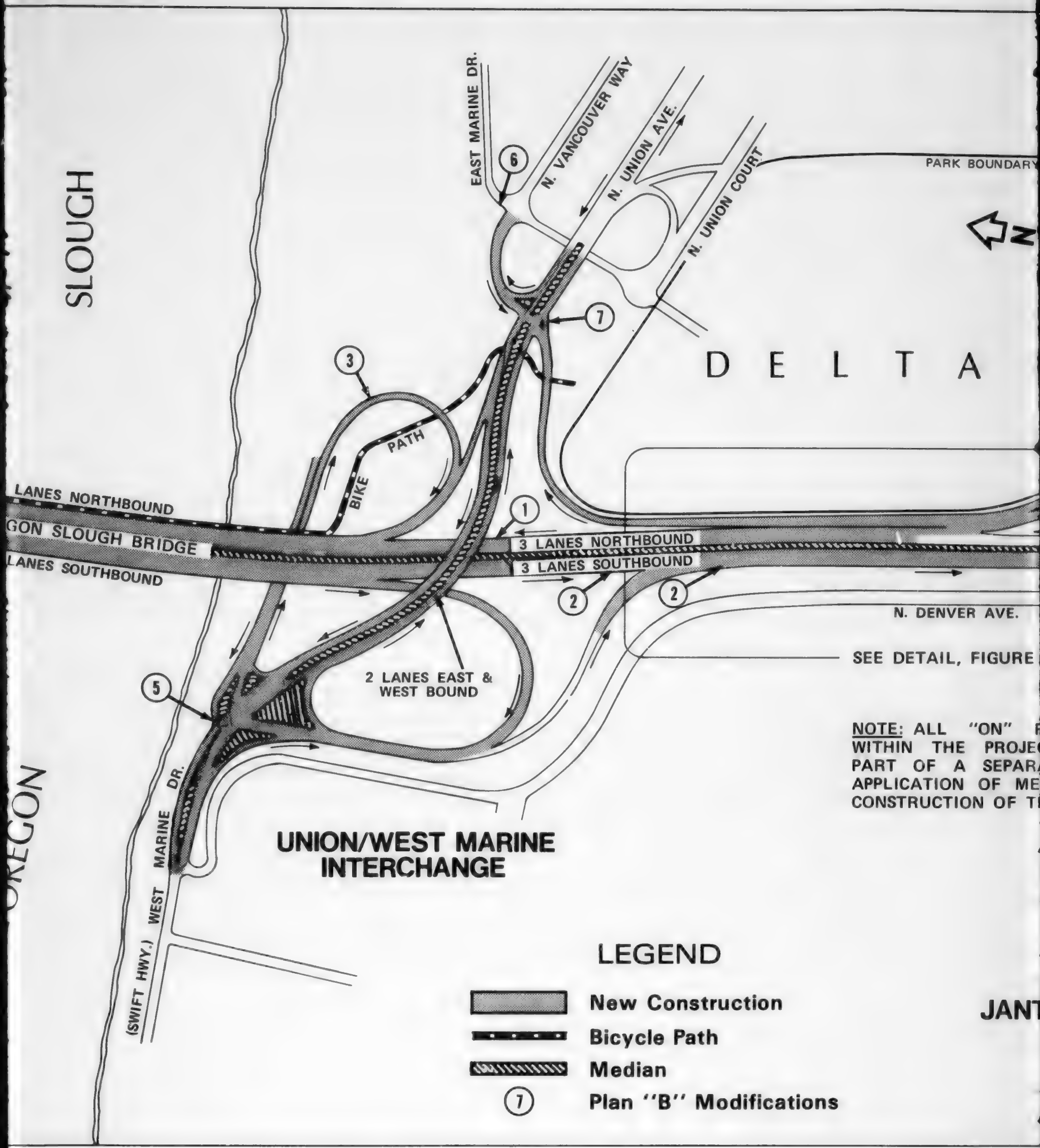
4. MODIFY N. BOUND "OFF" RAMP TO HAYDEN ISLAND.

5. MODIFY FREEWAY WEST RAMP TERMINAL SIGNALIZED INTERSECTION WITH SWIFT HWY.

6. MODIFICATION OF N. MARINE DR. AND N. VANCOUVER WAY INTERSECTION.

7. MODIFICATION OF N. BOUND FREEWAY "OFF" RAMP TERMINAL OF THE N. UNION AVE. AND N. VANCOUVER WAY SIGNALIZED INTERSECTION.

8. MODIFY THE OREGON SLOUGH BRIDGE PROPOSED MEDIAN WIDTH FROM 16 FT. TO 18 FT.



NOTE: ALL "ON" R
WITHIN THE PROJE
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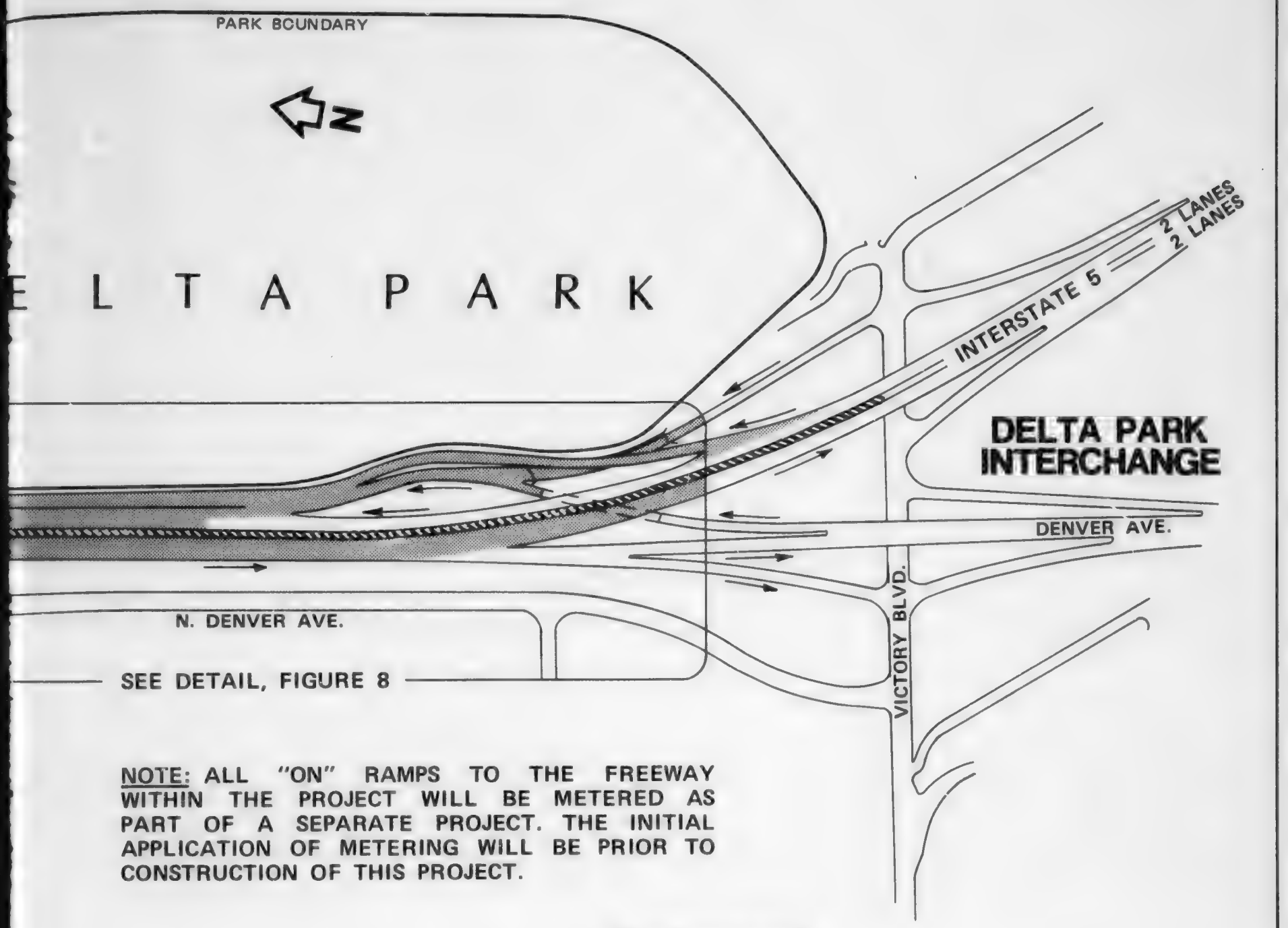
JANT

FIGURE 6



NOTE: ALL "ON" RAMPS TO THE FREEWAY WITHIN THE PROJECT WILL BE METERED AS PART OF A SEPARATE PROJECT. THE INITIAL APPLICATION OF METERING WILL BE PRIOR TO CONSTRUCTION OF THIS PROJECT.

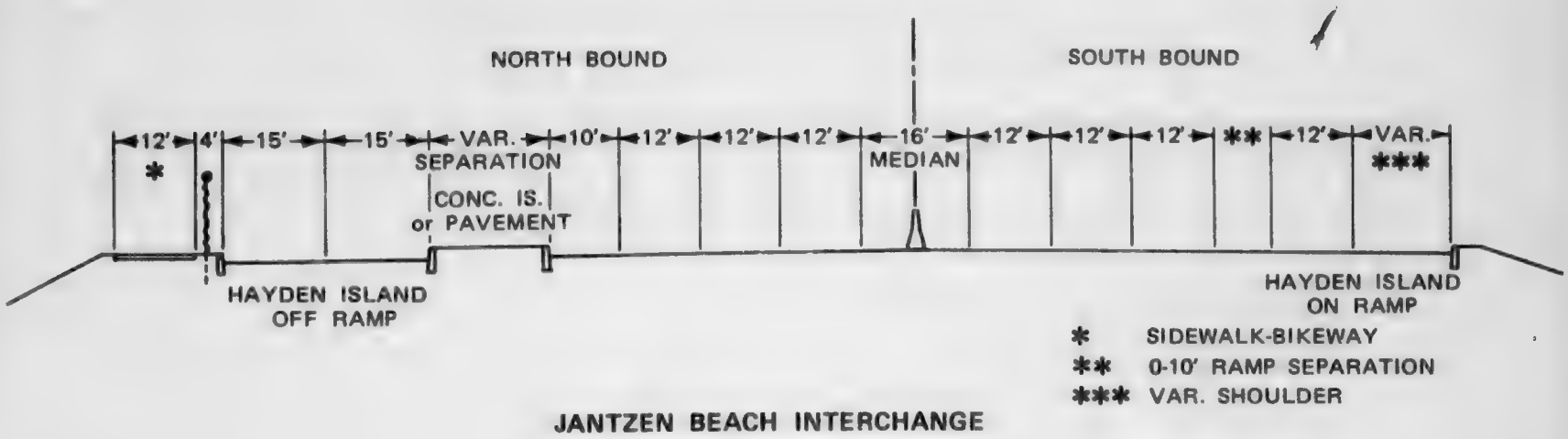
Selected Alternative Plan B "Modified"

JANTZEN BEACH – DELTA PARK INTERCHANGE

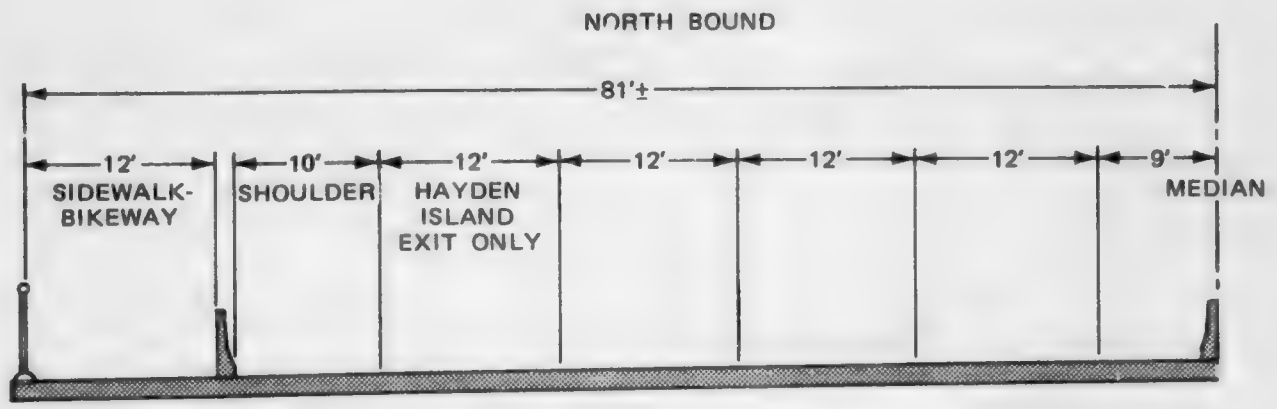
Feet

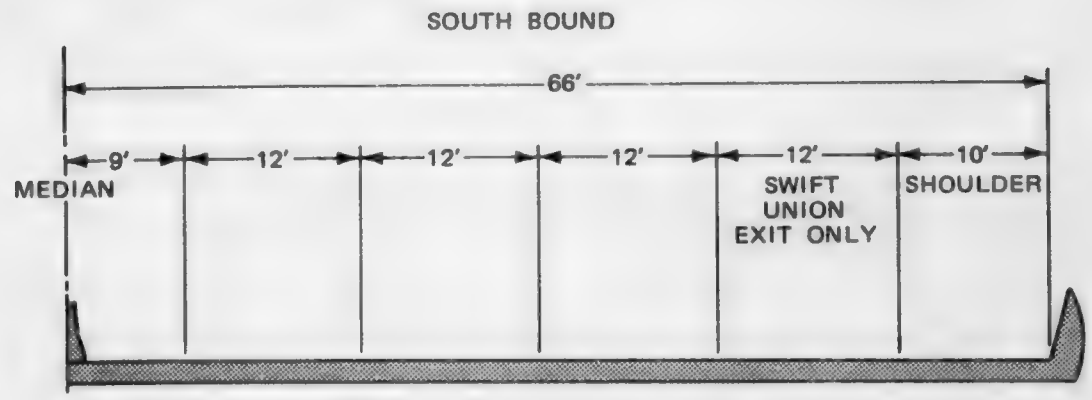
0 200 400 800

FIGURE 7
STUDY AREA PROPOSED TYPICAL CROSS SECTIONS

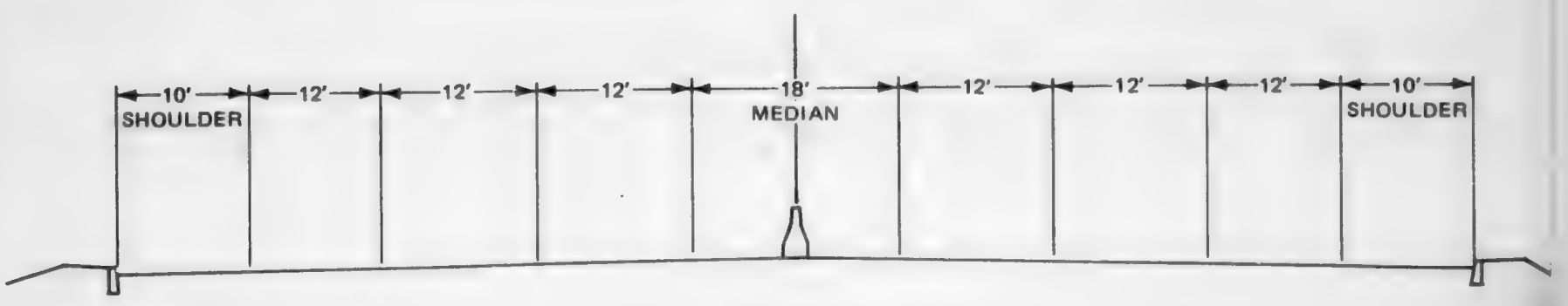


JANTZEN BEACH INTERCHANGE





SLOUGH BRIDGE TYPICAL SECTION



FREEWAY
South of West Marine-Union Ramps

Description of Modifications to Plan B

By evaluating written and oral testimony received through the public hearing process, certain design modifications were identified and incorporated into the original Plan B and incorporated into the original Plan B (Figure 6). The modifications to Alternative B shown in Figure 6 are described below:

1. Addition of a third lane northbound

   The original Plan B had the northbound Denver Avenue/Delta Park Interchange on-ramp lane merging into the two-lane I-5 freeway. In the modified plan, a third lane of traffic will be added to I-5 at this interchange and proceed across the Oregon Slough Bridge. This will improve safety and be less restrictive to traffic movement. Union Avenue and West Marine Drive will merge into one lane and enter the freeway as the fourth lane. Analysis shows that either the original or modified plan will require ramp metering during peak traffic hours. The metering will be adjusted to give the best lane distribution under this modification.

2. Addition of a third lane southbound

   Plan B originally had the fourth lane ending at the Union Avenue/West Marine Drive exit and the third lane ending in a short escape lane through the interchange. The modification includes the continuation of the third lane through the interchange with an option to exit at Union Avenue/West Marine Drive. The West Marine Drive southbound on-ramp will merge with this third lane prior to the Denver Avenuw/Delta Park southbound exit. An escape lane will be designed from this exit southward toward Victory Boulevard overpass. This will permit adequate room for merging.

3. Deletion of the frontage road connection between East Marine Drive and Swift Boulevard

   The frontage road connection through the Merritt property will be deleted. Access to the Associated Yacht, Inc., will be provided from the road leading to the northbound freeway on-ramps very similar to today's pattern. Traffic leaving the area will move through a traffic actuated signal at the west ramp terminal signal or go east onto the freeway ramp. Hearing testimony supports deletion of the frontage road connection to East Marine Drive.

4. Modification to northbound Hayden Island "off" ramp

   The point of divergence for the Hayden Island exit will be moved north from the original plan so that the island would approximately coincide

with the one existing today. This will allow the shoulder and bikeway alignment to extend north along the bridge alignment far enough to miss the restaurant building and have less impact to the Safeway parking lot. This modification is consistent with hearing testimony and is consistent with design standards.

5. Modification to the west ramp terminal intersection

This intersection will be shifted south to lessen the impact to Westerlund frontage road, located north of the existing westbound ramp. The traffic movement from West Marine Drive to the northbound on-ramp and Associated Yacht, Inc., will be designed in a "Y". The light traffic movement from Union Avenue to the marina area will use a minimum radius curve ramp inside the "Y". The travel lane coming west from the marina area will curve toward the signal.

6. Modification to North Marine Drive/Vancouver Way intersection

North Marine Drive traffic will be channelized to a perpendicular intersection with Vancouver Way allowing Vancouver Way to be the through movement to Union Avenue.

7. Modify signalized intersection to allow through traffic movement from the I-5 "off" ramp to North Vancouver Way

The modified plan will prohibit left turns from Union Avenue/West Marine Drive to East Marine Drive/North Vancouver Way at the signal. Traffic will be required to use the North Union Court exit and pass under the underpass. The loop leading from the underpass to southbound Union Avenue, via Union Court, will be removed. These modifications conform with the goals of Portland and has the City's concurrence. The modifications will allow for a high level of service at the intersection and is compatible with the function of the Union Avenue/West Marine Drive highway.

8. Modification of the Oregon Slough Bridge typical section

The median on the Oregon Slough Bridge will be increased from 16 feet to 18 feet to attain the now desired eight feet clearance from the median barrier.

2.4 ALTERNATIVES NOT ADVANCED FOR APPROVAL

No-Build Alternative

The No-Build Alternative entails preserving/maintaining existing structures and movement patterns on I-5 between the Delta Park Interchange on the south and the Columbia River on the north. The only improvements required would be transportation system management (TSM) strategies that involve the placement of traffic control devices, such as signals, signs and ramp metering devices, at selected locations. The No-Build Alternative does not provide for the correction of the following deficiencies in I-5 structures or movement patterns:

-- Vertical and horizontal alignments at the south end of the Oregon Slough Bridge

-- Ramp geometrics at the Union/West Marine Interchange

-- Persistent weave and merge problems on I-5 at various locations between Denver Avenue and the Columbia River

-- Deficient bridge design resulting in severe erosion to the Oregon Slough stream bed.

Alternative Plan A

Alternative A is similar to Plan B (see Alternative Similarities) with the exception of the design in the Union Avenue/West Marine Drive Interchange and the number of traffic lanes between this interchange and Denver Avenue interchange.

Alternate A would provide for a loop off-ramp for southbound traffic from I-5 to West Marine Drive replacing the existing ramp. This plan would not replace the existing three structures or increase the freeway width under these structures to allow for future transit opportunities. It would not provide for the third lane northbound or the continuation of the third lane southbound between Union Avenue and Denver Avenue interchanges as in the Selected Alternative.

Other Alternatives Considered

In addition to Plans A and B, other Build Alternatives have been considered through the planning and preliminary engineering stages of the project. Two of these alternatives would have required substantial modifications of the Union/West Marine Interchange and construction of an eight-lane Oregon Slough

bridge structure. One of these alternatives involved redesigning the interchange in order to provide a through alignment overpass for Union Avenue-to-West Marine Drive movements by utilizing a combination diamond and partial cloverleaf interchange in order to eliminate the existing direct movement from I-5 to Marine Drive westbound.

These designs proved to be deficient because they did not correct prevailing waive/merge distance problems. Additionally, considerable Delta Park right-of-way would have been required in the southeast quadrant of the interchange.

The other alternative corresponded with the above improvements with the addition of a Union Avenue undercrossing to accommodate I-5 northbound-to-West Marine Drive traffic to allow for free traffic flow. This alternative also proved to be deficient in not providing sufficient merge/weave distances between ramps.

2.5 PROJECT COSTS

The proposed improvements would be financed by state and federal governments. Project costs would total an estimated $25.8 million for Plan A and $30.3 million for Plan B Modified--the selection option. Total project costs are divided into three general categories: construction, engineering and contingencies, right-of-way and relocation. Table 2 summarizes these costs by Alternative Plan.

TABLE 2

COST SUMMARY BY ALTERNATIVE PLAN*

	Plan A	Selected Alternative Plan B Modified
Construction	$18,600,000	$21,500,000
Engineering & Contingencies	6,600,000	7,600,000
ROW & Relocation	600,000	1,200,000
Total	$25,800,000	$30,300,000

*Costs are estimates.

2.6 CONSTRUCTION PHASE OF PROJECT

Construction of the proposed roadway improvements will be planned and phased carefully in order to keep I-5 operational during construction. Detailed detour facilities and traffic staging plans will be designed to carry the existing traffic through the area during construction and will be made part of the project plans. ODOT standard specifications require that "The contractor shall keep portions of the project used by the public traffic, whether it is through or local traffic, in such a condition that traffic will adequately be accommodated." Standard specifications also require that the contractor shall "provide and maintain in a safe condition temporary approaches and crossings and intersections with trails, roads, streets, businesses, parking lots, residences, garages, and farms."

Construction requires extensive staging to maintain the existing number of lanes and ramp movement options throughout the construction area. Various temporary construction areas and detours alignments will be necessary to allow for demolition and construction activities for the Oregon Slough Bridge and in the interchange areas. Steps will be taken to schedule the construction phasing to confine construction-related delays of traffic to a minimum.

2.7 SUMMARY COMPARISON OF ALTERNATIVES BY ELEMENT

Table 3 provides a summary comparison between the No-Build and Build Alternatives for each of the seven elements of the project. Build Alternatives A and Select B Modified differ only in Element 3, the Union/West Marine Interchange, and Element 6, Future Transit.

TABLE 3

SUMMARY COMPARISON OF BUILD AND NO-BUILD ALTERNATIVES

ELEMENT 1:

CONSTRUCTION OF AN EIGHT-LANE OREGON SLOUGH BRIDGE STRUCTURE

NO-BUILD ALTERNATIVE

The No-Build Alternative would neither correct the substandard character of the horizontal and vertical alignments nor alter the existing pattern of movement on the bridge.

BUILD ALTERNATIVES

Both Build Alternatives will require the replacement of the existing six-lane bridge and an eight-lane structure in order to:

-- Increase capacity

-- Replace bridge piers which have been subjected to severe streambed erosion

-- Correct the deficiencies in the horizontal and vertical alignments in the structure to improve traffic safety

-- Provide new outside auxiliary lanes to help decrease existing merge/weave pressure on the bridge

-- Provide sufficient width for future undefined transit options[a]; and

-- Provide full shoulders (inside and outside) for driver comfort and removal of disabled vehicles from the travel lanes.

ELEMENT 2:

BRAIDED NORTHBOUND RAMPING BETWEEN DELTA PARK AND UNION/WEST MARINE INTERCHANGES

NO-BUILD ALTERNATIVE

This alternative would not alter the existing structures or traffic patterns and would not correct merge and weave problems.

BUILD ALTERNATIVES

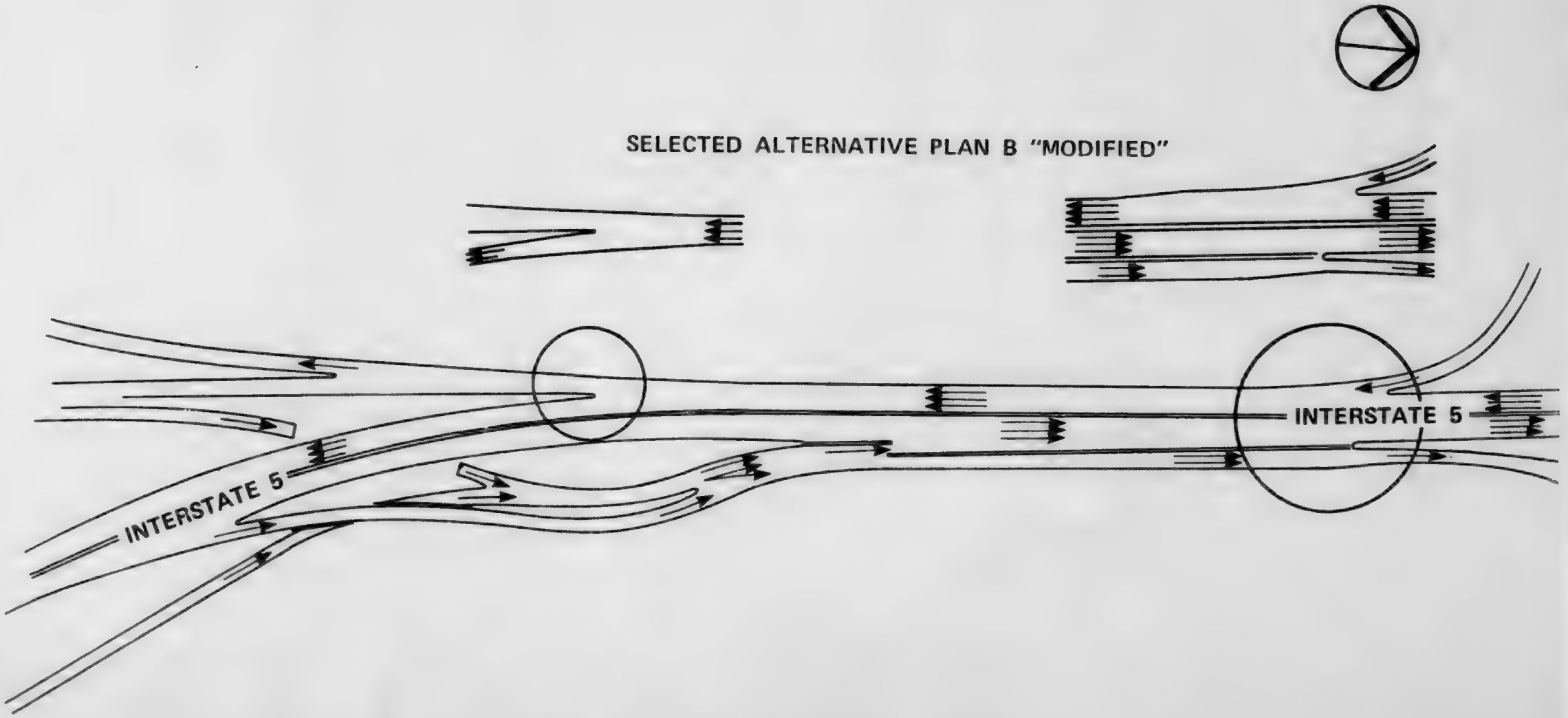
Both Build Alternatives will braid the I-5 off-ramp and Denver Avenue on-ramp in order to enable traffic sorting to occur entirely on a collector-distributor type of facility (see Figure 8).[b] Braiding will correct the existing merge and weave problems and thus reduce traffic flow conflicts. Traffic bound for the Union/West Marine Interchange will begin exiting on a new ramp built between the Victory Boulevard overpass and the Denver Avenue ramp and complete movement via the existing ramp.

---

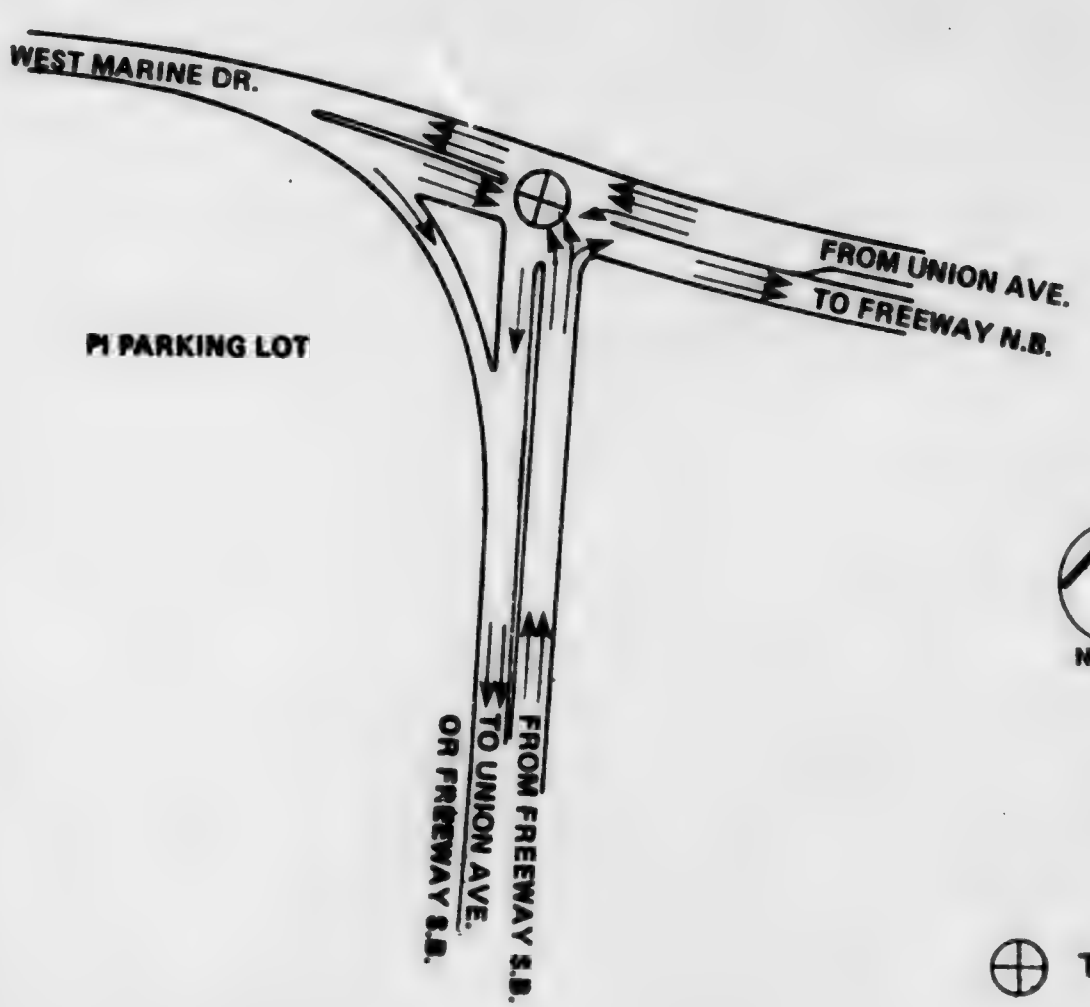
[a] Plan A would not provide sufficient width under the Union/West Marine Interchange structure to accommodate future transit options.

[b] That is, cross the I-5 offramp over the Denver Avenue on-ramp in order to separate lanes physically.

FIGURE 8
BUILD ALTERNATIVES – MERGE/WEAVE IMPROVEMENTS FROM DELTA PARK TO UNION AVENUE/WEST MARINE DRIVE INTERCHANGES

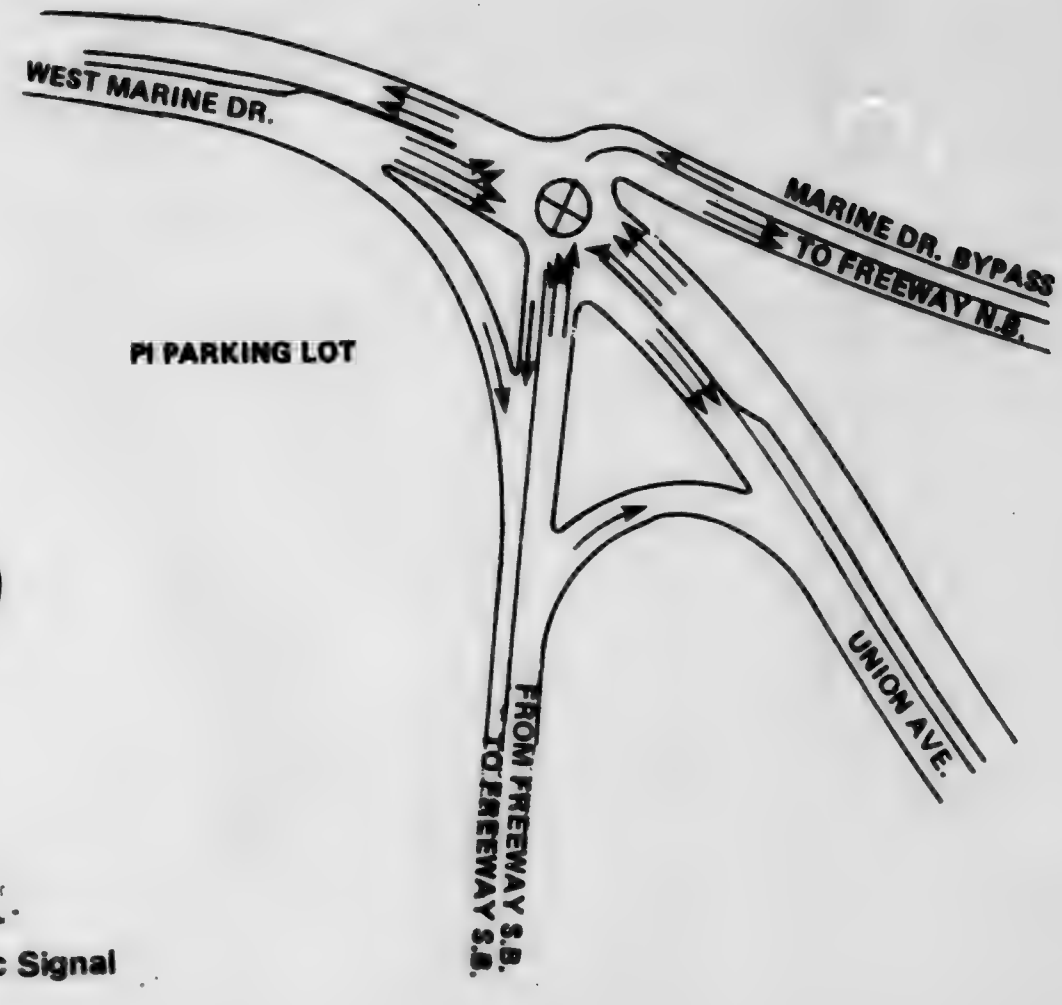


FIGURES 9 & 10
WEST MARINE DRIVE SIGNALIZED INTERSECTION



PLAN A

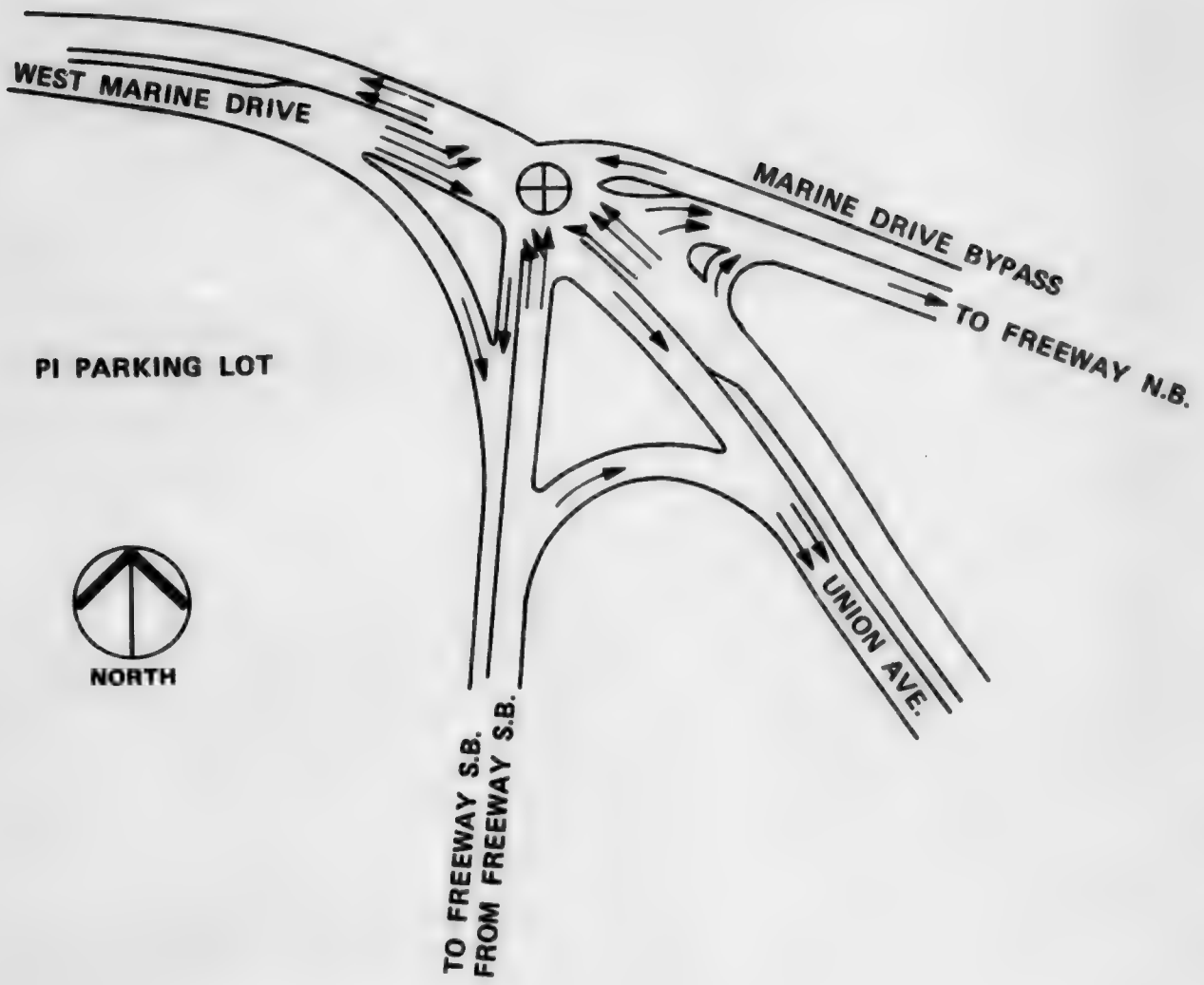
⊕ Traffic Signal



PLAN B

FIGURE 11

WEST MARINE DRIVE SIGNALIZED INTERSECTION
SELECTED ALTERNATIVE PLAN B "MODIFIED"



ELEMENT 3:

UNION/WEST MARINE INTERCHANGE

NO-BUILD ALTERNATIVE

This alternative would preserve/maintain the ramp structures that presently constitute the interchange. The Build Alternatives wuld variously alter the numerous ramp movement patterns at the interchange.

BUILD ALTERNATIVES

(3a) Union Avenue Westbound to I-5 Northbound (Vancouver)

Alternative Plan A: Reconstruction of the Slough Bridge would require modifications of both horizontal and vertical ramp alignments. Project design calls for upgrading the ramp from one-lane to two-lanes (an improvment which would eliminate congestion produced by I-5 traffic bound for Hayden Island merging onto the same lane with vehicles entering the freeway from the Union/West Marine to I-5 northbound on-ramp). However, Plan A would not redesign the confusing roadway geometrics on Union Avenue that require Vancouver-bound traffic to stay in the left lane prior to amking the right-hand turning movement to the freeway.

Selected Alternative Plan B: This Alternative will necessitate correcting both horizontal and vertical ramp alignments although modifications will be decreased slightly in order to improve driver comfort and provide a slight increase in ramp speed. The addition of a second lane at the junction of the West Marine Drive-to-Vancouver ramp will eliminate existing merge problems and increase ramp storage capacity. The confusing movement from Union Avenue to I-5 northbound will be corrected by allowing right lane westbound traffic to turn right toward Vancouver. The Union Avenue-to-West Marine Drive movement will be a direct through movement.

(3b) Union Avenue to West Marine Drive

Alternative Plan A: Traffic would essentially follow the existing alignment. Westbound traffic would follow a curved path under the southern end of the Oregon Slough Bridge to West Marine Drive. Eastbound traffic would follow a separate alignment over I-5 to Union Avenue. Westbound traffic would be required to pass through a new signalized intersection with East Marine Drive if Plan A were implemented. Both easbound and westbound traffic would be required to pass through a signalized intersection at West Marine Drive and a new loop ramp from I-5 southbound.

Selected Alternative Plan B: This Alternative will consolidate east- and west-bound traffic alignments into one direct through alignment. The two existing structures (West Marine Drive-to-Union Avenue ramp and I-5 southbound-to-Union Avenue ramp) which restrict future expansion of I-5 would be removed. Removal of these structures during the construction of the eight-lane Slough Bridge will eliminate the majro traffic disruptions that will occur if reconstruction is required at a later date.

Both Plans A and B's modified signalized intersection design concepts for the east and west ramp terminals of the Union Avenue/West Marine Interchange are shown in Figures 9 through 14. Both intersection designs would provide essentially the same level of service for year 2000 traffic as exists today at these locations.

(3c) West Marine Drive to I-5 Northbound (Vancouver)

Alternative Plan A: Ramp modification would be limited to changes in horizontal and vertical alignments dictated by bridge construction. Providing separate lanes for W. Marine Drive and Union Avenue traffic movements would greatly reduce existing merge problems.

Selected Alternative Plan B: The basic pattern of movement will remain intact. Modification will involve:

-- Increasing the ramp radius in order to provide a large ramp capable of accommodating slightly higher speeds.

-- Adding a lane at the juncture of the Union/West Marine ramps (as in Plan A) in order to separate flow from the two arterials and thus improve storage capacity, minimize weave and merge problems, and increase driver comfort and safety.

The original design which included a north or south alternate frontage road connection between East Marine Drive and Swift Blvd. has been deleted. Access to Associated Yacht, Inc. will be provided from the road leading to the northbound freeway. Traffic leaving the area will move through a traffic actuated signal phase at the west ramp terminal signal or go east onto the freeway ramp.

The optional movement would have provided local access to the business on the south shore of the Oregon Slough. However, testimony from those business involved indicated that it would cause more problem than it would solve.

(3d) Union Avenue to I-5 Southbound

Alternative Plan A: The existing alignment of the ramp would be essentially preserved, but traffic would be required to pass through a signalized intersection before entering I-5 southbound via the existing ramp structure.

Selected Alternative Plan B: Traffic will be routed onto a new Union Avenue/West Marine Drive through alignment and will be required to pass through a signalized intersection before entering I-5 southbound via the existing ramp structure.

(3e) West Marind Drive to I-5 Southbound

Alternatives Plans A and B: Neither Build Alternative would change this ramp significantly.

(3f) I-5 Southbound to Union Avenue Eastbound

Alternative Plan A: This ramp would require minor modifications in order to accommodate the loop ramp movements from I-5 southbound to West Marine Drive.

Selected Alternative Plan B: This alternative would replace the existing drop-lane structure which spans I-5 (and which prevents widening of I-5) with a loop ramp in order to match the realigned Union Avenue/West Marine Drive movement.

(3g) I-5 Southbound to West Marine Drive

Alternative Plans A and B: Both Build Alternatives would replace the slip ramp that connects to West Marine Drive at a signalized intersection with a loop ramp in order to:

-- Increase ramp storage capacity

-- Provide a greater distance for ramp deceleration

-- Increase the presently substandard weave/merge distance in I-5 from Jantzen Beach to I-5 southbound ramp.

(3h) Denver Avenue/I-5 Northbound to Union Avenue

Alternative Plan A: Traffic would exit from the new braided structure and would then follow through on the existing ramp structure that becomes a frontage road to Union Avenue. Access to Union Avenue is provided east of the entrance to Delta Park.

Selected Alternative Plan B: Traffic will follow the same movement as provided by Plan A through the curved portion of the existing Union Avenue off-ramp. Traffic will then be rechanneled directly onto Union Avenue by climinating the movement onto the Delta Park frontage road paralleling Union Avenue.

(3i) I-5 Northbound to West Marine Drive

Alternative Plan A: Traffic would commence exiting movements onto the new braided structure, as described above, and would complete the maneuver on the existing ramp structure leading to West Marine Drive. This latter structure diverges from the Union Avenue off-ramp immediately south of the West Marine Drive-to-Union Avenue overpass structure.

Selected Alternative Plan B: Traffic will commence exiting movements on the new braided structure and will follow the Denver Avenue ramp through to a signalized intersection at Union Avenue and North Vancouver Way. Traffic bound for West Marine Drive will then make a left-turn movement. The ramp leading directly to West Marine Drive from the Union Avenue off-ramp would be removed.

(3j) I-5 Southbound to North Vancouver Way/ East Marine Drive

Alternative Plan A: Traffic would follow the same basic movement pattern as required for I-5 southbound traffic destined for Union Avenue eastbound (exiting I-5 on the freeway overcrossing) and then use the existing loop ramp off Union Avenue and the underpass from Delta Park to East Marine Drive.

Selected Alternative Plan B: Traffic will exit I-5 southbound on the new loop ramp, negotiate a right turn eastbound onto the new Union Avenue/West Marine Drive alignment, and then exit Union Avenue on the existing loop ramp and use the underpass from Delta Park to N. Vancouver Way and East Marine Drive.

ELEMENT 4:

JANTZEN BEACH INTERCHANGE

NO-BUILD ALTERNATIVE

This alternative would not change the existing configuration of the interchange which provides one of. ramp and one on-ramp for north- and southbound movements.

BUILD ALTERNATIVES

(4a) Hayden Island to I-5 Northbound

The Selected Alternative will alter existing off-ramp conditions at Jantzen Beach by providing two lanes for exiting northbound traffic: one mandatory and one optional. This modification will tend to make entry to I-5 northbound from Hayden Island more difficult because ramp metering will discourage peak hour demand from entering I-5. Difficulteis may also arise from the configuration that provides one mandatory lane and one optional lane because fewer upstream gaps would occur in traffic in the optional lane continuing to Vancouver, making it more difficult for traffic entering from Hayden Island to I-5 northbound.

(4b) Hayden Island to I-5 Southbound

Both Build Alternatives would provide one direct lane to the auxiliary bridge lane in order to decrease the weave/merge tension thereby improving dirver comfort. I-5 soughbound traffic at Jantzen Beach will continue to be required to merge from two lanes and to one lane before entering the freeway.

ELEMENT 5:

PEDESTRIAN/BICYCLE PATHS

NO-BUILD ALTERNATIVE

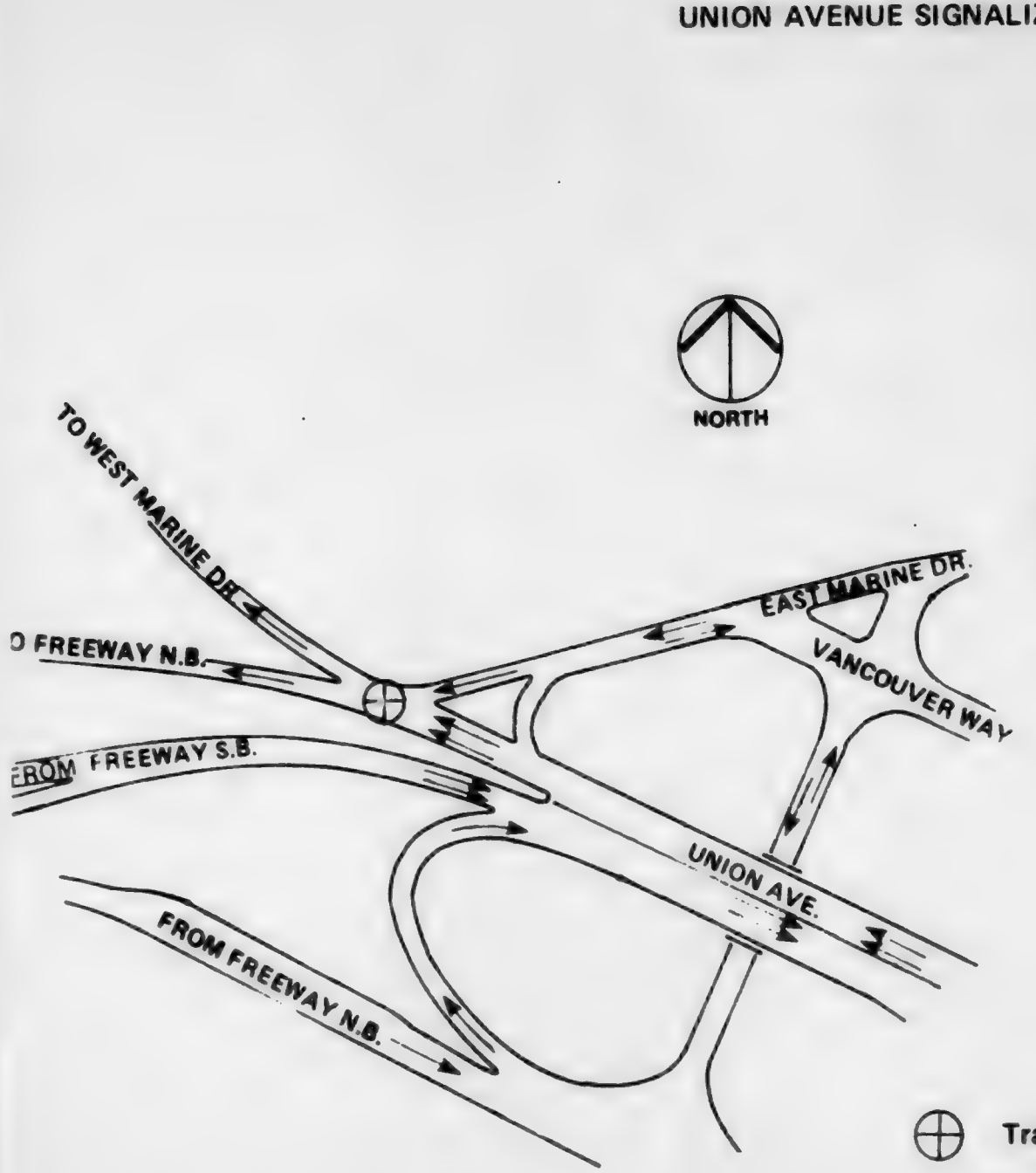
This alternative would maintain the upstream sidewalk and connection to Marine Drive.

BUILD ALTERNATIVES

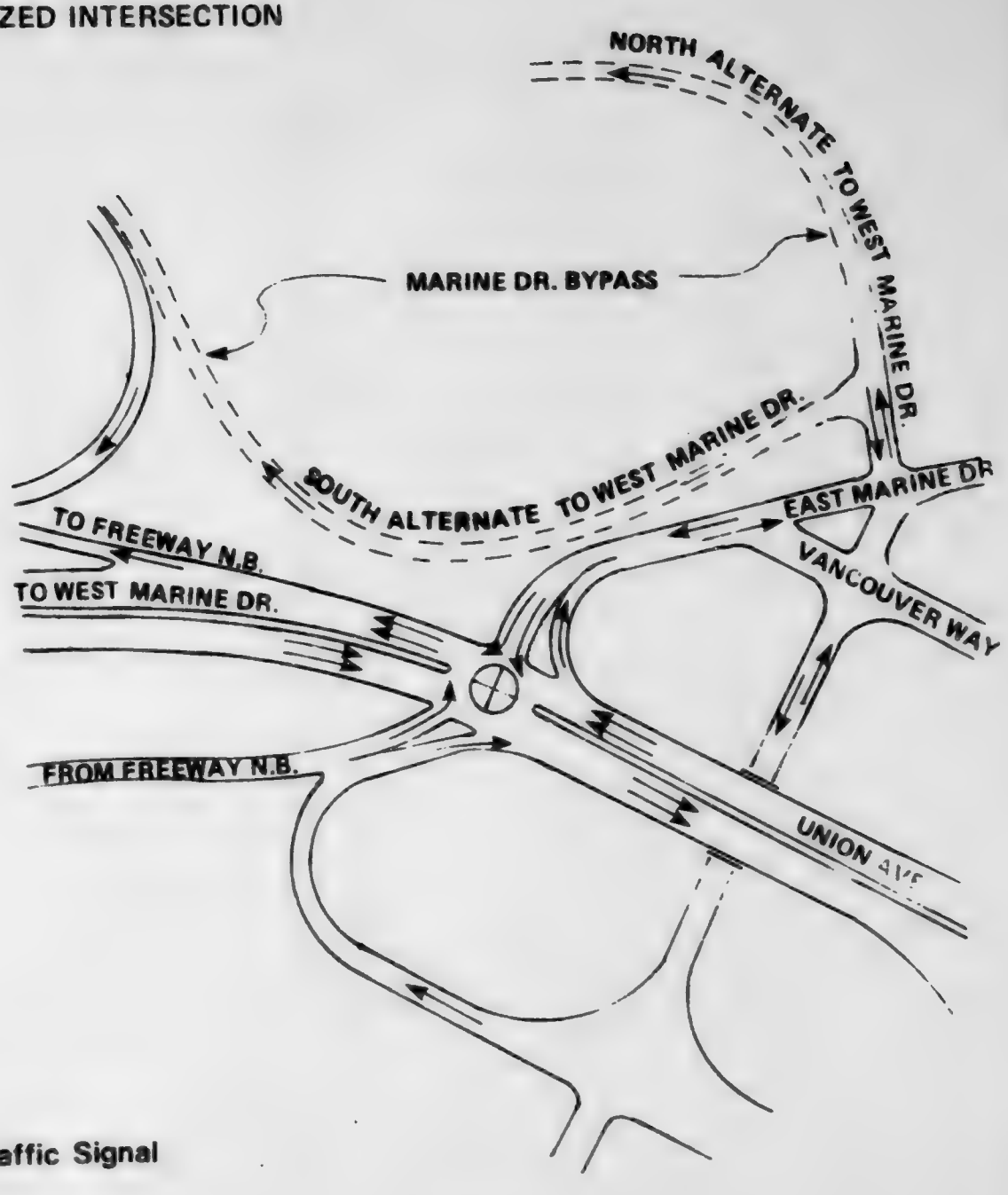
Numerous routings between Delta Park and Jantzen Beach are available for pedestrian and bicycle movements by constructing overpasses or underpasses or by utilizing the existing Union Avenue underpass. The scheme delineated on Figures 4 and 5 is representaitive of the routing to be selected following finalization of roadbed grades at the interchange.

Both plans would utilize a route roughly parallel to the roadways for connections from Hayden Island to Delta Park.

FIGURES 12 & 13
UNION AVENUE SIGNALIZED INTERSECTION



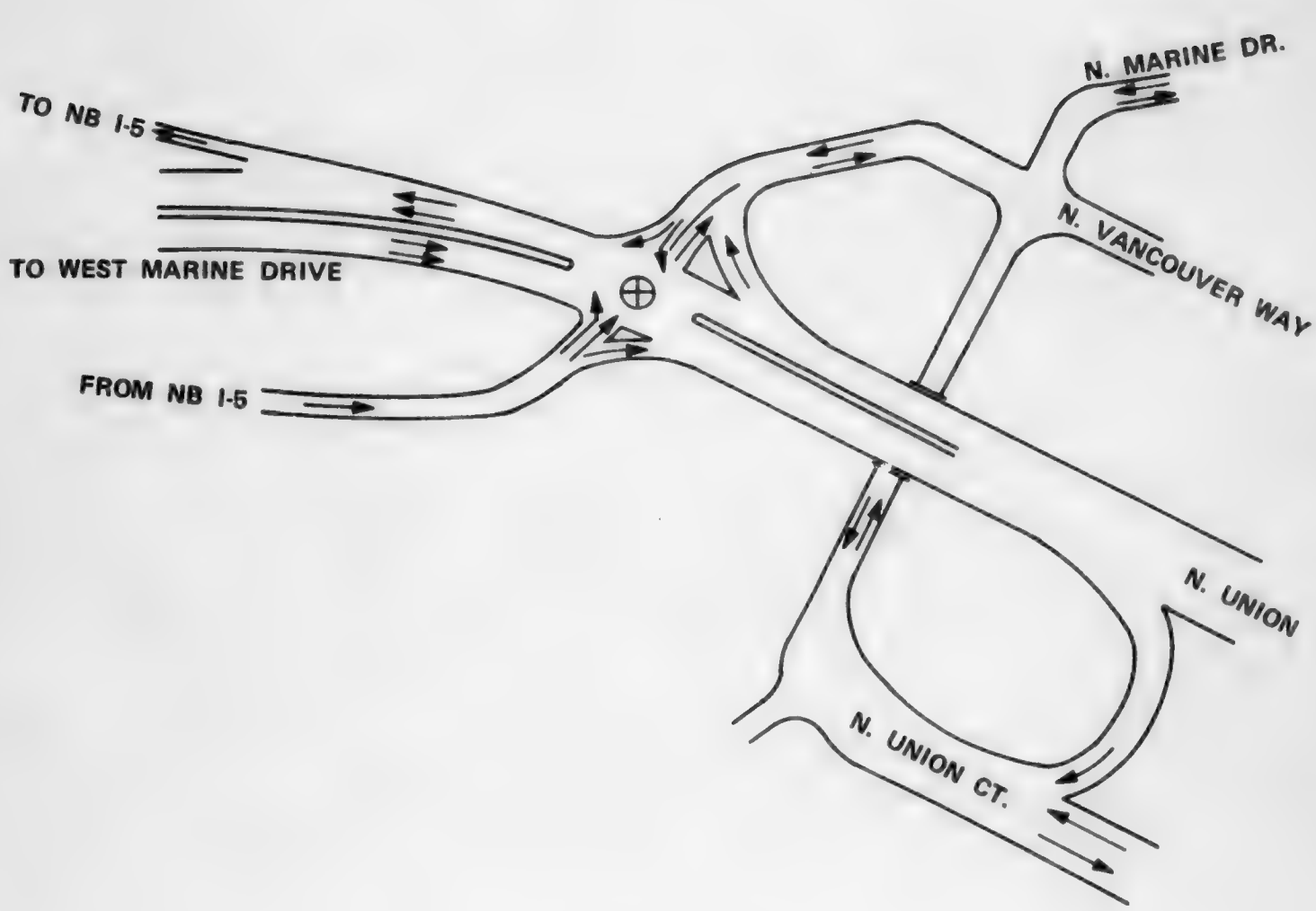
PLAN A



PLAN B

⊕ Traffic Signal

FIGURE 14
UNION AVENUE SIGNALIZED INTERSECTION
SELECTED ALTERNATIVE PLAN B "MODIFIED"



ELEMENT 6:

FUTURE TRANSIT

NO-BUILD ALTERNATIVE

No provisions are made for future transit opportunities.

BUILD ALTERNATIVES

Alternative Plan A: Plan A is designed with sufficient flexibility forthe Oregon Slough Bridge to provide transit lanes although it would not accommodate transit beneath the Union/West Marine Interchange due to clearance restrictions imposed by the I-5-to-Union Avenue and West Marine Drive-to-Union Avenue ramps.

Selected Alternative Plan B: Plan B is designed with sufficient flexibility for the Oregon Slough Bridge to provide transit lanes. Although Plan B does not address, future transit development through the Union/West Marine Interchange area at this time, it will open up the interchange for future development by providing enough width beneath the Union/West Marine Bridge. Termination of the exclusive route will be necessary on Hayden Island, given the restriction of the existing interstate bridges.

ELEMENT 7:

RAMP METERING

Ramp metering will be incorporated at all on-ramps in the project area as a part of the I-5 North Freeway Improvement and Management Project. Ramp metering will probably be completed from Marquam Bridge to the Interstate Bridge prior to the start of this project.

Ramp metering will take place at all on-ramps whether or not this project is developed. However, ramp metering on the northbound on-ramp from Hayden Island will be incorporated with the build alternative even if the larger ramp metering project is not implemented. With the addition of the fourth lane up to the Hayden Island exit, there will be more cars in the lane into which the northbound traffic from Jantzen Beach will have to merge. Peak hour on-ramp control will then be necessary.

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RETAKE

ELEMENT 3:

UNION/WEST MARINE INTERCHANGE

NO-BUILD ALTERNATIVE

This alternative would preserve/maintain the ramp structures that presently constitute the interchange. The Build Alternatives wuld variously alter the numerous ramp movement patterns at the interchange.

BUILD ALTERNATIVES

(3a) Union Avenue Westbound to I-5 Northbound (Vancouver)

Alternative Plan A: Reconstruction of the Slough Bridge would require modifications of both horizontal and vertical ramp alignments. Project design calls for upgrading the ramp from one-lane to two-lanes (an improvment which would eliminate congestion produced by I-5 traffic bound for Hayden Island merging onto the same lane with vehicles entering the freeway from the Union/West Marine to I-5 northbound on-ramp). However, Plan A would not redesign the confusing roadway geometrics on Union Avenue that require Vancouver-bound traffic to stay in the left lane prior to amking the right-hand turning movement to the freeway.

Selected Alternative Plan B: This Alternative will necessitate correcting both horizontal and vertical ramp alignments although modifications will be decreased slightly in order to improve driver comfort and provide a slight increase in ramp speed. The addition of a second lane at the junction of the West Marine Drive-to-Vancouver ramp will eliminate existing merge problems and increase ramp storage capacity. The confusing movement from Union Avenue to I-5 northbound will be corrected by allowing right lane westbound traffic to turn right toward Vancouver. The Union Avenue-to-West Marine Drive movement will be a direct through movement.

(3b) Union Avenue to West Marine Drive

Alternative Plan A: Traffic would essentially follow the existing alignment. Westbound traffic would follow a curved path under the southern end of the Oregon Slough Bridge to West Marine Drive. Eastbound traffic would follow a separate alignment over I-5 to Union Avenue. Westbound traffic would be required to pass through a new signalized intersection with East Marine Drive if Plan A were implemented. Both easbound and westbound traffic would be required to pass through a signalized intersection at West Marine Drive and a new loop ramp from I-5 southbound.

Selected Alternative Plan B: This Alternative will consolidate east- and west-bound traffic alignments into one direct through alignment. The two existing structures (West Marine Drive-to-Union Avenue ramp and I-5 southbound-to-Union Avenue ramp) which restrict future expansion of I-5 would be removed. Removal of these structures during the construction of the eight-lane Slough Bridge will eliminate the majro traffic disruptions that will occur if reconstruction is required at a later date.

Both Plans A and B's modified signalized intersection design concepts for the east and west ramp terminals of the Union Avenue/West Marine Interchange are shown in Figures 9 through 14. Both intersection designs would provide essentially the same level of service for year 2000 traffic as exists today at these locations.

(3c) West Marine Drive to I-5 Northbound (Vancouver)

Alternative Plan A: Ramp modification would be limited to changes in horizontal and vertical alignments dictated by bridge construction. Providing separate lanes for W. Marine Drive and Union Avenue traffic movements would greatly reduce existing merge problems.

Selected Alternative Plan B: The basic pattern of movement will remain intact. Modification will involve:

-- Increasing the ramp radius in order to provide a large ramp capable of accommodating slightly higher speeds.

-- Adding a lane at the juncture of the Union/West Marine ramps (as in Plan A) in order to separate flow from the two arterials and thus improve storage capacity, minimize weave and merge problems, and increase driver comfort and safety.

The original design which included a north or south alternate frontage road connection between East Marine Drive and Swift Blvd. has been deleted. Access to Associated Yacht, Inc. will be provided from the road leading to the northbound freeway. Traffic leaving the area will move through a traffic actuated signal phase at the west ramp terminal signal or go east onto the freeway ramp.

The optional movement would have provided local access to the business on the south shore of the Oregon Slough. However, testimony from those business involved indicated that it would cause more problem than it would solve.

(3d) Union Avenue to I-5 Southbound

Alternative Plan A: The existing alignment of the ramp would be essentially preserved, but traffic would be required to pass through a signalized intersection before entering I-5 southbound via the existing ramp structure.

Selected Alternative Plan B: Traffic will be routed onto a new Union Avenue/West Marine Drive through alignment and will be required to pass through a signalized intersection before entering I-5 southbound via the existing ramp structure.

(3e) West Marind Drive to I-5 Southbound

Alternatives Plans A and B: Neither Build Alternative would change this ramp significantly.

(3f) I-5 Southbound to Union Avenue Eastbound

Alternative Plan A: This ramp would require minor modifications in order to accommodate the loop ramp movements from I-5 southbound to West Marine Drive.

Selected Alternative Plan B: This alternative would replace the existing drop-lane structure which spans I-5 (and which prevents widening of I-5) with a loop ramp in order to match the realigned Union Avenue/West Marine Drive movement.

(3g) I-5 Southbound to West Marine Drive

Alternative Plans A and B: Both Build Alternatives would replace the slip ramp that connects to West Marine Drive at a signalized intersection with a loop ramp in order to:

-- Increase ramp storage capacity

-- Provide a greater distance for ramp deceleration

-- Increase the presently substandard weave/merge distance in I-5 from Jantzen Beach to I-5 southbound ramp.

(3h) Denver Avenue/I-5 Northbound to Union Avenue

Alternative Plan A: Traffic would exit from the new braided structure and would then follow through on the existing ramp structure that becomes a frontage road to Union Avenue. Access to Union Avenue is provided east of the entrance to Delta Park.

Selected Alternative Plan B: Traffic will follow the same movement as provided by Plan A through the curved portion of the existing Union Avenue off-ramp. Traffic will then be rechanneled directly onto Union Avenue by climinating the movement onto the Delta Park frontage road paralleling Union Avenue.

(3i) I-5 Northbound to West Marine Drive

Alternative Plan A: Traffic would commence exiting movements onto the new braided structure, as described above, and would complete the maneuver on the existing ramp structure leading to West Marine Drive. This latter structure diverges from the Union Avenue off-ramp immediately south of the West Marine Drive-to-Union Avenue overpass structure.

Selected Alternative Plan B: Traffic will commence exiting movements on the new braided structure and will follow the Denver Avenue ramp through to a signalized intersection at Union Avenue and North Vancouver Way. Traffic bound for West Marine Drive will then make a left-turn movement. The ramp leading directly to West Marine Drive from the Union Avenue off-ramp would be removed.

(3j) I-5 Southbound to North Vancouver Way/ East Marine Drive

Alternative Plan A: Traffic would follow the same basic movement pattern as required for I-5 southbound traffic destined for Union Avenue eastbound (exiting I-5 on the freeway overcrossing) and then use the existing loop ramp off Union Avenue and the underpass from Delta Park to East Marine Drive.

Selected Alternative Plan B: Traffic will exit I-5 southbound on the new loop ramp, negotiate a right turn eastbound onto the new Union Avenue/West Marine Drive alignment, and then exit Union Avenue on the existing loop ramp and use the underpass from Delta Park to N. Vancouver Way and East Marine Drive.

ELEMENT 4:

JANTZEN BEACH INTERCHANGE

NO-BUILD ALTERNATIVE

This alternative would not change the existing configuration of the interchange which provides one of. ramp and one on-ramp for north- and southbound movements.

BUILD ALTERNATIVES

(4a) Hayden Island to I-5 Northbound

The Selected Alternative will alter existing off-ramp conditions at Jantzen Beach by providing two lanes for exiting northbound traffic: one mandatory and one optional. This modification will tend to make entry to I-5 northbound from Hayden Island more difficult because ramp metering will discourage peak hour demand from entering I-5. Difficulteis may also arise from the configuration that provides one mandatory lane and one optional lane because fewer upstream gaps would occur in traffic in the optional lane continuing to Vancouver, making it more difficult for traffic entering from Hayden Island to I-5 northbound.

(4b) Hayden Island to I-5 Southbound

Both Build Alternatives would provide one direct lane to the auxiliary bridge lane in order to decrease the weave/merge tension thereby improving dirver comfort. I-5 soughbound traffic at Jantzen Beach will continue to be required to merge from two lanes and to one lane before entering the freeway.

ELEMENT 5:

PEDESTRIAN/BICYCLE PATHS

NO-BUILD ALTERNATIVE

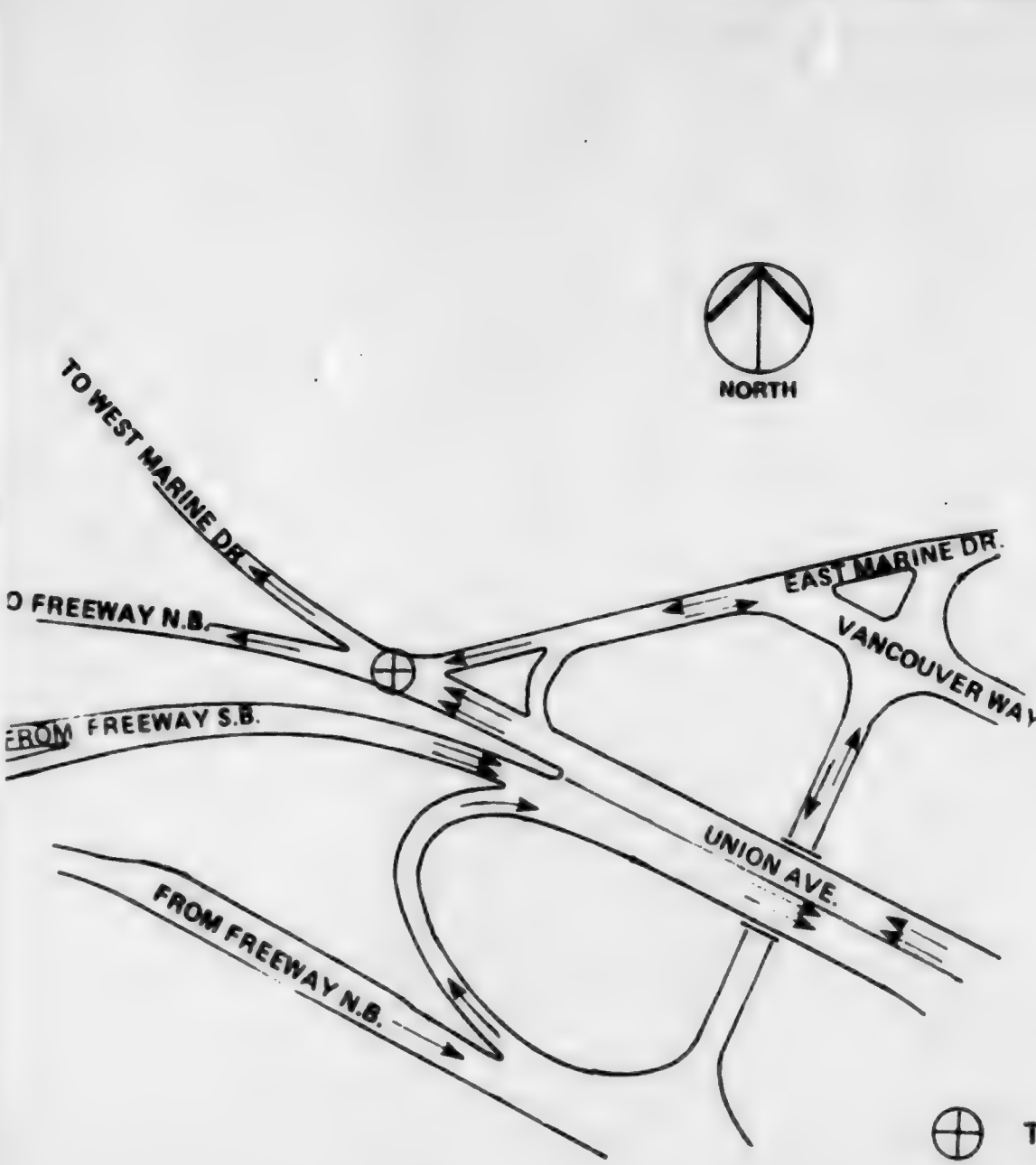
This alternative would maintain the upstream sidewalk and connection to Marine Drive.

BUILD ALTERNATIVES

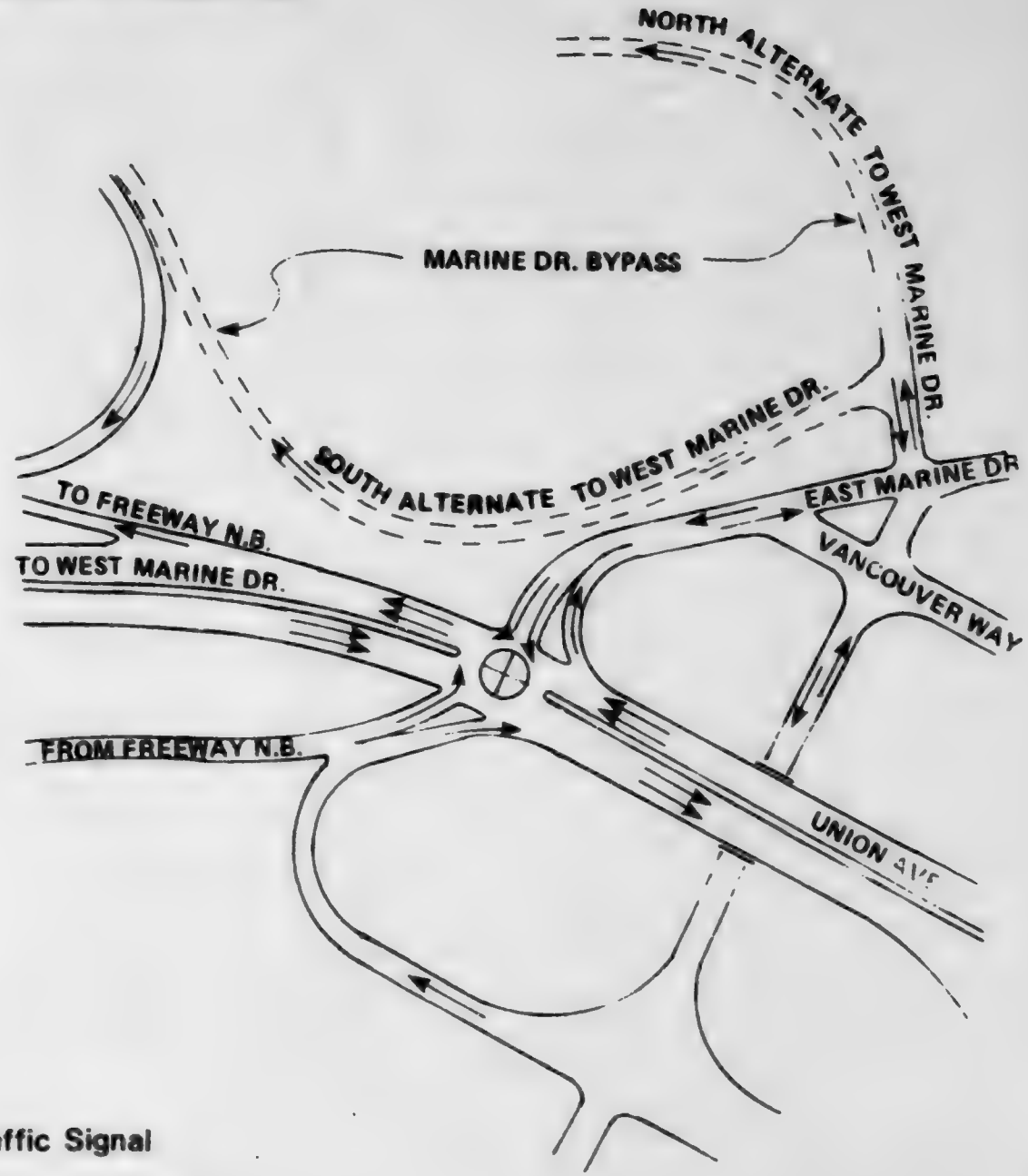
Numerous routings between Delta Park and Jantzen Beach are available for pedestrian and bicycle movements by constructing overpasses or underpasses or by utilizing the existing Union Avenue underpass. The scheme delineated on Figures 4 and 5 is representaitive of the routing to be selected following finalization of roadbed grades at the interchange.

Both plans would utilize a route roughly parallel to the roadways for connections from Hayden Island to Delta Park.

FIGURES 12 & 13
UNION AVENUE SIGNALIZED INTERSECTION



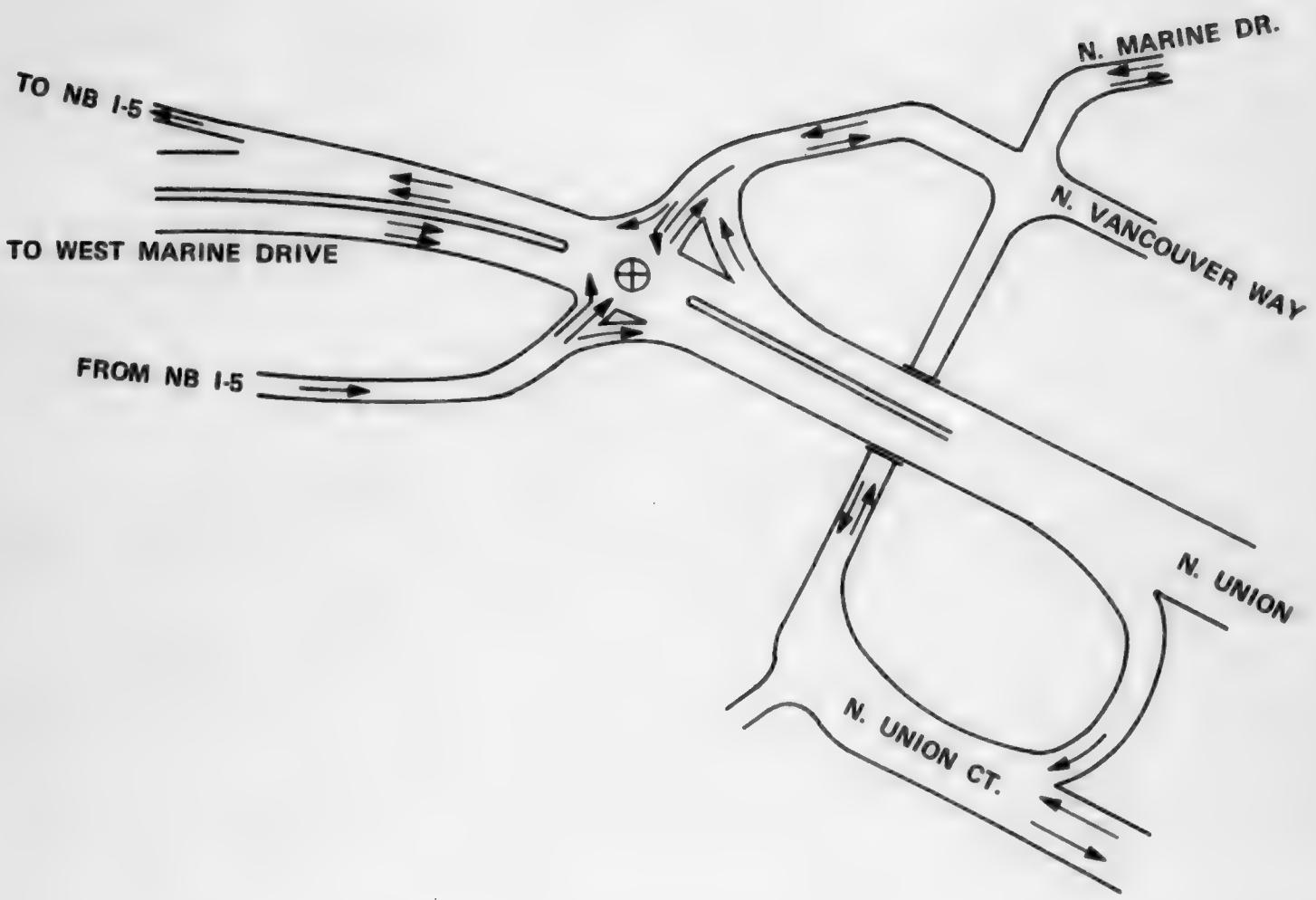
PLAN A



⊕ Traffic Signal

PLAN B

FIGURE 14
UNION AVENUE SIGNALIZED INTERSECTION
SELECTED ALTERNATIVE PLAN B "MODIFIED"



ELEMENT 6:

FUTURE TRANSIT

NO-BUILD ALTERNATIVE

No provisions are made for future transit opportunities.

BUILD ALTERNATIVES

Alternative Plan A: Plan A is designed with sufficient flexibility forthe Oregon Slough Bridge to provide transit lanes although it would not accommodate transit beneath the Union/West Marine Interchange due to clearance restrictions imposed by the I-5-to-Union Avenue and West Marine Drive-to-Union Avenue ramps.

Selected Alternative Plan B: Plan B is designed with sufficient flexibility for the Oregon Slough Bridge to provide transit lanes. Although Plan B does not address, future transit development through the Union/West Marine Interchange area at this time, it will open up the interchange for future development by providing enough width beneath the Union/West Marine Bridge. Termination of the exclusive route will be necessary on Hayden Island, given the restriction of the existing interstate bridges.

ELEMENT 7:

RAMP METERING

Ramp metering will be incorporated at all on-ramps in the project area as a part of the I-5 North Freeway Improvement and Management Project. Ramp metering will probably be completed from Marquam Bridge to the Interstate Bridge prior to the start of this project.

Ramp metering will take place at all on-ramps whether or not this project is developed. However, ramp metering on the northbound on-ramp from Hayden Island will be incorporated with the build alternative even if the larger ramp metering project is not implemented. With the addition of the fourth lane up to the Hayden Island exit, there will be more cars in the lane into which the northbound traffic from Jantzen Beach will have to merge. Peak hour on-ramp control will then be necessary.

3 Environmental Setting, Impacts and Mitigation Measures

3. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

3.1 OVERVIEW

Alternatives B and B Modified are essentially the same proposal. After the public hearing in July, ODOT made some modification to Alternative B as was suggested by those persons testifying. Briefly, the modifications include: (For complete description of modifications see Selected Alternative section.)

-- Modification of freeway to six lanes between Delta Park interchange north ramps and the Oregon Slough Bridge. Adds a third lane both north and southbound.

-- Deletion of proposed frontage road connection between North Marine Drive and Swift Highway.

-- Modify northbound "off" ramp to Hayden Island.

-- Modify freeway west ramp terminal signalized intersection with Swift Highway.

-- Modification of North Marine Drive and North Vancouver Way intersection.

-- Modification of northbound freeway "off" ramp terminal at North Union Avenue and North Vancouver Way signalized intersection.

-- Modify the Oregon Slough Bridge proposed median width from 16 feet to 18 feet.

In referring to the Selected Alternative in this section Alternatives B and B Modified will be combined except where there are differences.

Implementation of the alternatives would have varying effects on the natural and cultural environment. Under the No-Build Alternative, traffic service would continue to deteriorate as represented by increased congestion in the form of higher volume to capacity (V/C) ratios and decreased typical speeds. Similarly, projected increases in traffic congestion, merge/weave conflicts and lack of adequate roadway space would discourage regional through trips, local trips, access to Hayden Island, transit service, emergency vehicle access, bicycle and pedestrian activities, and impose additional safety hazards in the project area. The No-Build Alternative would generally be inconsistent with regional and city transportation goals and incompatible with related transportation improvements. Under the No-Build Alternative, slight decreases in local and regional growth rates would occur due to deteriorating traffic conditions (congestion and reduced accessibility).

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END

OF

RETAKE

Inconsistencies exist among city, county, regional, and state land use planning policies and goals. Air pollution and noise levels are expected to meet state and federal standards, except for noise level excesses of 1-4 dba at East Delta Park. Water quality in the area could deteriorate slightly because of the increased risk of accidents caused by congestion and the attendant potential for toxic chemical spills. Noise, dust, and air pollution effects of the present highway on adjacent wildlife habitat would continue.

Over the long term, both Build Alternatives would improve traffic service slightly by lowering V/C ratios and increasing typical speeds through the project area. As a result, traffic congestion would be reduced resulting in improvements in safety conditions, emergency vehicle access, access to Hayden Island, transit service, greater accommodation of regional through trips and local trips, and bicycle and pedestrian activity. Implementation of either Build Alternative would be consistent with local and regional transportation goals and compatible with related transportation improvements in the area. Relative to the No-Build Alternative, greater reductions in fuel consumption would be realized for both Build Alternatives due to slight increases in typical speeds. The Build Alternatives would generally be consistent with city, county, regional, and state planning goals, except for some inconsistences with the State Land Conservation and Development Commission's statewide planning goals.

Air quality is expected to meet state and federal standards. The Build Alternatives would slightly lower local CO concentrations during severe meteorological conditions by the year 2000 when compared to the No-Build. Regionally the Build Alternatives would slightly lower hydrocarbon emissions and increase oxides of nitrogen emissions by less than 0.1 percent. Noise levels would also meet state and federal standards. No long-term impacts on geology or soil conditions are expected. The risk of surface water pollution would be lowered under the Build Alternatives because the potential for accident-related toxic chemical spills would decrease with reduced congestion levels.

No significant changes in commercial activity are expected to occur under the Build Alternatives. However, tax base would be lost from right-of-way acquisitions and public costs and maintenance costs would increase; and reductions in vehicle operating costs, user-time, and traffic accident costs would be realized. The visual character of the project area would not change significantly.

A number of differences are evident between the two Build Alternatives. Relative to Alternative A, Alternative B Modified will improve safety conditions on selected ramps at the Union/West Marine Interchange. However, Alternative B Modified will involve more relocation planning and construction work than Alternative A because of a greater number of right-of-way acquisitions.

Total project costs are greater for Alternative B Modified ($30.3 million) than for Alternative A ($25.8 million).

During the construction period, traffic service will be affected under the Build Alternatives and will result in slower speeds and greater congestion than with the No-Build. Fuel consumption will increase slightly relative to the No-Build due to construction equipment fuel requirements and greater congestion and delays. No significant air quality impacts are expected, although construction activities under both Build Alternatives would increase CO and total hydrocarbon emissions (THC) above No-Build conditions in 1981.

Periodic excesses in noise levels could be expected to occur during construction phases. Construction activities, in addition, could contribute to increased erosion and sedimentation rates, some settlement and underpinning, slight deterioration of water quality, and some permanent loss of waterfowl habitat if proper mitigation measures are not implemented. A very limited amount of temporary and permanent relocation of utilities and businesses would occur from construction activities and right-of-way acquisition. Some avoidance of local businesses and loss of patronage would occur during the construction phase. Build Alternatives A and B Modified are expected to generate 930 and 1,070 employment person-years, respectively.

A slight deterioration in the neighborhood character of a small Oregon Slough houseboat community will occur due to the encroachment of the larger Slough Bridge structure. A significant deterioration of the visual character of the project area is anticipated due to the presence of construction equipment and activities, and the rough/disorganized texture of the landscape. Additionally, a greater visual dominance of I-5 over the Oregon Slough area will occur due to the presence of the temporary detour bridge.

The following discussion provides a more detailed analysis of the environmental consequences of implementing the various alternatives and differentiates between long-term and short-term impacts. Long-term impacts refer to the long-range consequences of implementing one of the alternatives. Long-term impacts are assessed relative to conditions prevailing in the year 2000. Short-term impacts are analyzed relative to conditions prevailing during the construction period. It was assumed, for "worst-case" analyses, that construction activities would commence in 1981, before the opening of I-205 and the consequent diversion of traffic from I-5. Should construction begin after this diversion, the magnitude of traffic- and air quality-related impacts would be smaller.

3.2 TRAFFIC AND TRANSPORTATION

Existing Conditions

Ground Transportation

I-5 serves as a key element of the regional transportation network in the Portland-Vancouver metropolitan area. A number of regional trips use I-5 between Vancouver and Portland bound for the Portland Central business district (CBD) and the industrial/activity centers in North Portland.

Existing traffic volumes along this segment of I-5 exceed 104,000 (ADT) near the Slough Bridge and over 75,000 ADT just south of Union Avenue. Typical peak hour volumes range from 6,000 to 9,000 vehicles per hour on I-5. Due to this significant volume of traffic and the existing design and roadway capacity of I-5 V/C ratios are undesirable (see Table 4.)

TABLE 4

EXISTING (1978) VOLUME TO CAPACITY (V/C)[a] RELATIONSHIPS AND LEVEL OF SERVICE

Roadway Segment	Volume	Capacity	V/C	Level of Service	Speed[b]
Columbia Boulevard to Union/West Marine Interchange	3,060	3,300	.93	D	30
Union/West Marine Interchange to Jantzen Beach Interchange	4,890	4,350	1.12	E-F	20
Jantzen Beach Interchange	4,990	5,100	.98	D-E	30

[a]Source: ODOT 1977 Counts and Capacity Information.
[b]Observed operating speeds representing peak hour (5:00 p.m.-6:00 p.m.) typical speeds (northbound).

These ratios range from .93 between Columbia Boulevard and the Union/West Marine Interchange to 1.12 between the Union/West Marine and Jantzen Beach Interchanges. This latter ratio, which reveals that volume exceeds capacity by 12 percent, indicates that congestion along this segment of the roadway has become a significant problem.

Congestion is defined and analyzed according to two typical operating speed thresholds: 40 mph for congestion and 20 mph for severe congestion. Typical operating speeds of less than 40 mph reflect movements approaching unstable flow (i.e., Level of Service D as defined for freeway and expressway conditions by the Transportation Research Board in its Highway Capacity Manual). Typical speeds of 20 mph or less reflect unstable or forced flow conditions in which stoppages or stop-and-go movement occurs (Level of Service E or F) which are considered significantly worse than Level of Service D. Each of these operating conditions is substandard and less safe than stable flow conditions represented by Level of Service C.

Service levels range from D (movements approaching unstable flow) between Columbia Boulevard to the Union/West Marine Interchange to Level of Service E or F (stop-and-go movements) between the Union/West Marine and Jantzen Beach Interchanges. Levels of Service D or E occur between the Jantzen Beach Interchange and the state line.

Between Columbia Boulevard and the state line--a 2.38 mile roadway section encompassing the 1.2 mile project section--I-5 is congested (i.e., typical speeds do not exceed 40 mph) during the evening peak hour on an average of 1 hour 45 minutes and upwards of three hours along specific segments of this section (see Table 5). Between Columbia Boulevard and the Oregon Slough Bridge, I-5 is significantly congested (i.e., typical speeds do not exceed 20 mph) in the evening for approximately 90 minutes. In fact, typical peak hour speeds as low as 8 mph have been observed.

Substandard structural conditions, outdated ramp designs, and congestion levels identified below have contributed to accident rates along I-5 that exceed typical rates for similar roadways elsewhere in the United States. Between 1971 and 1974, an annual average of 54 accidents were recorded from the Columbia Slough Bridge to the Oregon Slough Bridge (see Table 6.)

A slight growth in ADT is forecast for the year 2000 irrespective of No-Build or Build Alternative conditions. A more significant increase in peak hour traffic volumes--upward of 17 to 18 percent--is projected for the year 2000 (also irrespective of the various alternatives). These increases will change V/C ratios somewhat along I-5, depending upon No-Build or Build conditions. Duration of congestion and safety conditions will depend upon selection of No-Build or Build Alternatives.

TABLE 5
DURATION OF EXISTING CONGESTION[a]
(Interstate 5)

Roadway Section	Distance (mile)	Typical Speed	P.M. Period	Minutes
Columbia Boulevard to Union/West Marine Interchange[b]	.66	40 mph 20 mph	3:30-6:30 4:00-5:30	180 90
Union/West Marine Interchange to Slough Bridge	.79	40 mph 20 mph	3:45-5:30 4:00-5:30	105 90
Columbia Boulevard to Slough Bridge	1.45	40 mph 20 mph	3:45-5:30 4:00-5:30	105 90
Slough Bridge to Jantzen Beach Interchange	.28	40 mph	3:45-5:30	105
Jantzen Beach Interchange to State Line	.65	40 mph	3:30-6:30	180
Columbia Boulevard to State Line	2.38	40 mph	3:45-5:30	105

[a]Congestion is defined as prevailing condition of typical speeds less than 40 mph for 15 minutes or longer. Less than 20 mph equal significant congestion.
[b]Southernmost end of structure.

TABLE 6
HISTORICAL ACCIDENT DATA
(Interstate 5)

Columbia Slough Bridge to Oregon Slough Bridge

	Accidents/Year						
Accident Type	1971	1972	1973	1974	1975	Total 1971-75	Percent of Total by Type
Angle	13	6	11	2	22	54	20
Rear-End	43	27	30	16	40	156	58
Sideswipe	12	7	8	1	6	34	13
Fixed Object	6	2	-	4	4	16	6
Miscellaneous	2	2	2	1	1	8	3
Total	76	44	51	24	73	268	100%

Yearly Average: 54

Marine Navigation

Description of Oregon Slough: The Oregon Slough is a side channel of the Columbia River--formed by Hayden and Tomahawk Islands and is about 5.3 miles long. The Slough Bridge crosses at a point about four miles upstream from its west end. The maximum width of the slough is about 1,250 feet, at a point about one mile downstream from the bridge. The Burlington Northern Railroad bridge crosses the slough here. Upstream about 4,000 feet from the Slough Bridge the slough narrows to a width of about 500 feet. Water depth averages between 10 and 15 feet, although there are holes up to about 30 feet in depth.

The Oregon Slough has an abundance of mooring facilities and houseboats in the vicinity of I-5. The waterway is used principally to harbor large numbers of sport craft and some commercial vessels, particularly fishing boats and tugs. Some larger craft use the Slough from its mouth to I-5. The Slough Bridge's fixed span and lack of clearance prevent these larger vessels from traveling farther upstream (eastward of the Bridge).

There is no maintained channel in the slough except at either end where deeper channels terminate. A large container ship facility is located on the mainland opposite the west end of Hayden Island. From the east end of the slough to the Slough Bridge the Corps of Engineers enforces what is shown on the charts for this area as a "fairline." This restrains the extension of houseboats or docks to permit a minimum passageway for water traffic 200 feet in width.

Navigational Aids: There is one buoy and one navigational range with two lights in the entire length of the slough. These are maintained by the Coast Guard. Navigational lights on the piers of the railroad bridge are maintained by Burlington Northern. There are no lights on the Slough Bridge.

The Oregon Slough is patrolled by the Multnomah County Sheriff's River Patrol. They enforce a 6 MPH speed within 200 feet of the moorage upstream from the railroad bridge to a point east of the Slough Bridge.

Marine Traffic: Precise figures on the volumes of recreational boating in the Oregon Slough are not available, however, it is recognized as being seasonally very heavy. There are about 1,100 pleasure boats berthed near the Slough Bridge at the Jantzen Beach Boat Moorage, and hundreds more at smaller moorages and individually at houseboat docks.

In 1977 the Corps of Engineers recorded a commercial volume passing through the slough of 290,379 short tons. This was apportioned to approximately 55% vessel traffic and 45% log raft traffic.

Characteristics of the Proposed Bridge: The proposed bridge will be a replacement of the existing bridge on the same alignment. A new structure

would have the same number or fewer piers than the existing bridge (which has about nine piers across about 1,000 feet of channel). The existing navigation clearance is 35 feet above low water (elevation 0.00 Columbia River datum). The horizontal clearance is 100 feet. A new bridge would have the same or greater clearances.

Characteristics of Temporary Detour Structure: Navigation clearance of the detour structure would be 30 feet vertically above low water (elevation 0.00 Columbia River datum), and 30 feet horizontally.

Impacts

Ground Transportation

Forecasts of future travel demand indicate that a small but discernible difference in traffic conditions on I-5 would occur between the No-Build Alternative and the two Build Alternatives. However, projected traffic volumes and capacities for the Build Alternatives were the same or too similar in travel demand to detect differences in future traffic conditions based upon available forecasting methods.

The following is a discussion of long-term impacts followed by a summary of the qualitative differences between the two alternatives.

Long-Term Selected Alternative versus No-Build Alternative)

-- Regional Through Trips: The No-Build Alternative would not provide any relief to the existing bottleneck at the Slough Bridge or to the merge/weave problems prevalent on this section of I-5. Congestion would worsen south of the Jantzen Beach Interchange and through trips would be discouraged from using I-5 since I-205 would be operational and would offer an attractive, less congested alternative (see V/C information in Table 7). Service levels between the Union/West Marine and Jantzen Beach Interchanges would deteriorate from E or F to F.

The Selected Alternative will improve travel conditions along I-5 in the study area south of the Jantzen Beach Interchange. The capacity of the Slough Bridge will be increased substantially by some 38 percent, thereby eliminating the present bottleneck that exists, particularly for northbound P.M. traffic. Existing merge/weave conflicts to the north and south of the Union/West Marine Interchange will be corrected under the Selected Alternative, thereby improving traffic flow.

V/C relationships will improve between the Union/West Marine and Jantzen Beach Interchanges where the V/C ratio will drop from an undesirable 1.12 under existing conditions (and 1.17 under No-Build) to a tolerable .90 for the Build Alternative. This V/C reduction will represent a Level of

TABLE 7

SUMMARY COMPARISON OF VOLUME, CAPACITY, VOLUME TO CAPACITY, AND LEVELS OF SERVICE FOR NO-BUILD AND BUILD ALTERNATIVES

Roadway Segment	Volume[a]			Capacity			V/C			Levels of Service	
	No-Build	Build	Build vs. No-Build %	No-Build	Build	Build vs. No-Build %	No-Build	Build	Build vs. No-Build %	No-Build	Build
Columbia Boulevard to Delta/Denver Ave.	2,610	2,610	0	3,500	3,500	0	0.75	0.75	0	C	C
Delta/Denver Ave. to Union/West Marine Interchange	3,440	4,120	+20	3,300	5,250	+59	1.03	0.78	-24	D-E	C-D
Union/West Marine Interchange to Jantzen Beach Interchange	5,100	5,420	+ 6	4,350	6,000	+38	1.17	0.90	-23	F	D
Jantzen Beach Interchange to State Line	5,150	5,370	+ 4	5,100	5,250	+ 3	1.01	1.01	0	D-E	D-E

[a] A.M. and P.M. peak hour (5:00 p.m. - 6:00 p.m.) volumes northbound or southbound.

Service improvement from E-F under existing conditions (F under No-Build) to Level of Service D under Build conditions. Although the V/C ratio will improve from the Delta/Denver Avenue to the Union/West Marine Interchange, where it will decrease from 1.03 no-build to 0.78 for the build alternative. Relative to No-Build conditions, Level of Service D-E would be improved to C-D.

The increased capacity provided on the Oregon Slough Bridge is not fully reflected by the V/C ratio due to increased volumes projected for year 2000 Build conditions.

The Selected Build Alternative will increase typical operating speeds by 5 to 15 mph over existing peak hour speeds. They should also change the nature of the speed characteristics, particularly for the roadway sections situated immediately south of the Oregon Slough Bridge on northbound I-5. Currently, speeds dip significantly at this location due to the bottleneck at the Slough Bridge. Eliminating this bottleneck under the Selected Alternative will cause speeds to decrease more gradually to a minimum rate of movement that will exceed current speeds. These speed improvements will reduce the duration of congestion by approximately one-third, as shown in Table 8.

-- Access to Hayden Island: The No-Build Alternative would not correct the existing substandard weave lengths or capacity limitations near the Slough Bridge. It would not improve speed or V/C conditions on I-5 and, therefore, would not improve peak period congestion. In fact, it would make access to and exit from Hayden Island more time-consuming and hazardous.

Conversely, the Selected Alternative will correct the merge/weave and capacity limitation problems near the Slough Bridge. It will also improve speed and V/C conditions on I-5, thereby making access to Hayden Island safer and more efficient. Ramp movements at the Jantzen Beach Interchange will also be improved for traffic bound to and from the south and from the north. However, ramp movements from Hayden Island to I-5 northbound will be impaired by ramp metering and the new configuration of the interchange.

Ramp metering will be incorporated on all I-5 on-ramps from Marquam Bridge to Interstate Bridge as was previously discussed. However, ramp metering at the Hayden Island northbound on-ramp is an integral element of this project and would still be incorporated, even if the other meter systems were not installed. Peak hour demand at the northbound ramp will exceed capacity level of Service D by the year 2000. Ramp metering will minimize the irregular and heavy loading of I-5. During the P.M.. peak period, ramp control will slow the entry of vehicles to I-5. This may create sufficient queuing to disrupt traffic on the roads adjacent to the on-ramps. All on-ramps will experience some queuing because of the metering, however Hayden Island is unique in that it does not have any alternate routes out of the area as do the other ramps.

TABLE 8
COMPARISON OF DURATION OF CONGESTION FOR NO-BUILD AND BUILD ALTERNATIVES[a]

Roadway Section	Distance (miles)	Typical Speed (mph or less)	P.M. Period			Minutes		
			Existing	No-Build	Build	Existing	No-Build	Build
Columbia Boulevard to Union/West Marine Interchange[b]	.66	40	3:30-6:30	3:30-6:30	3:45-5:30	180	180	105
		20	4:00-5:30	4:00-5:30	4:00-5:30	90	90	90
Union/West Marine Interchange to Slough Bridge	.79	40	3:45-5:30	3:45-5:30	3:45-5:30	105	105	105
		20	4:00-5:30	4:00-5:30	4:00-5:30	90	90	90
Columbia Boulevard to Slough Bridge	1.45	40	3:45-5:30	3:45-5:30	3:45-5:30	105	105	105
		20	4:00-5:30	4:00-5:30	4:00-5:30	90	90	90
Slough Bridge to Jantzen Beach Interchange	.28	40	3:45-5:30	3:45-5:30	3:45-5:30	105	105	105
Jantzen Beach Interchange to State Line	.65	40	3:30-6:30	3:30-6:30	3:45-5:30	180	180	105
Columbia Boulevard to State Line	2.38	40	3:45-5:30	3:45-5:30	3:45-5:30	105	105	105

[a] Congestion is defined as prevailing condition of typical speeds less than 40 mph for 15 minutes or longer. Less than 20 mph equal significant congestion.

[b] Southernmost end of structure, northbound.

-- Bicycle and Pedestrian Activity: The No-Build Alternative would discourage bicycle and pedestrian activity by not providing facilities which separate the traffic from auto travel on roadway and interchanges of I-5.

The Selected Alternative will provide bicyclists and pedestrians with much easier and safer access to Hayden Island. It will generally improve the safety of bicycle and pedestrian movement in the study area and will provide a safe and continuous link between the Washington and Oregon sides of the Columbia River for nonmotorized travel.

-- Parking: None of the alternatives would significantly affect the availability or accessibility of parking in the study area. A total of 30 to 35 parking spaces would be eliminated by ROW acquisition.

-- Local Trips: The No-Build Alternative would discourage local tripmaking, since diverge and merge movements at the freeway would be more difficult due to higher and lengthier congestion periods. V/C relationships would deteriorate and service levels would remain undesirable. This condition would be particularly evident at the ramps, because additional capacity would not be provided. The undesirable moves required to access Hayden Island and Union Avenue/West Marine Drive would not be corrected.

The Selected Alternative will accommodate local access by slightly lowering levels of congestion and improving diverge and merge movements. These improvements will provide for a more consistent and direct and safer traffic flow on I-5 and on roadways ancillary to it in the study area.

Although differences between the Build Alternatives are too small to make predictive comparisons for the year 2000, Selected Alternative Plan B will improve ramp geometrics, thereby improving traffic levels relative to Plan A.

-- Transit Service: The No-Build Alternative does not include special provisions for the improvement of transit service in the study area although it should be noted that I-5 is designated as a "regional transitway" in the 1977 Arterial Streets Classification Policy. Buses would be required to compete with autos for the limited amount of roadway in the study area, and transit service would continue to be slow and noncompetitive relative to travel time if no project were implemented.

The Selected Alternative will provide additional space at the Slough Bridge for the future development of a bus lane or transitway. However, it does not include a definitive program for the institution of improved transit services over this additional segment of roadway on I-5 or in any other section of roadway in the study area.

-- Safety: The No-Build Alternative would increase the accident rate on I-5 in the study area by an estimated 35 percent, from 54 to 73 accidents annually, by the year 2000 assuming that the 1971-1975 accident rate of 1.83 per million vehicle miles continued to apply (see Table 9). However, this projection is conservative, since with no additional capacity on I-5 accident rates would likely be a function of increased congestion as well as increased traffic volume. In addition, accident rates increase as congestion above Level of Service D increases. This deteriorating condition would be further aggravated by failure to improve existing substandard alignment and merge/weave problems.

By contrast, Alternative Plan B will lower the accident rate absolutely and the number of accidents relatively. Although it is extremely difficult to determine the precise impact of individual roadway improvements on the incidence of accidents, recent research indicates that improvements similar to those called for in the proposed Build Alternative (i.e., the elimination of the substandard roadway conditions described earlier and the general modernization of the I-5 roadway and the Union/West Marine Interchange) would likely reduce accident rates by 15 percent.

Thus, implementation of the Selected Alternative will likely lower the accident rate from 1.83 per million vehicle miles for the 1971-1975 period to approximately 1.56--a rate which very nearly approximates the existing average rate on freeway facilities in the Portland region.

TABLE 9
PROJECTED ACCIDENT RATE FOR THE YEAR 2000
(Interstate 5)

Columbia Slough Bridge to Oregon Slough Bridge

	Accidents/Year		
Accident Type	No-Build	Build (Low)[a]	Build (High)[b]
Angle	15	13	12
Rear-End	42	36	33
Sideswipe	10	8	8
Fixed Object	4	3	3
Miscellaneous	2	2	2
Total	73	62	58

[a]Low = 15 percent reduction, high = 20 percent.
[b]Yearly average: 54.

-- Emergency Vehicle Access: Emergency vehicles would continue to have a difficult time accessing or passing through the study area under the No-Build Alternative, particularly during peak periods when the entire I-5 roadway is taken up by slow-moving vehicular traffic.

The Selected Build Alternative calls for the addition of shoulder width for emergency parking and for additional space to be set aside for transit use in the future. This additional space will help to accommodate emergency vehicles traveling between the Washington and Oregon sides and those which are destined either for Hayden Island or to a point along I-5 within the study area. Additional roadway space will increase emergency vehicle speeds along I-5, thereby improving their response time and safety in-transit.

-- Temporary Construction

The impact assessment was developed, based only on available conceptual plans for the proposed construction program. Since detailed construction plans and precise construction phasing was not available, the assessment is qualitative in nature reflecting only those impacts identifiable from preliminary construction-related information.

Long-Term (Plan A versus Plan B)

The Selected Alternative Plan B Modified will simplify and upgrade the ramping system at the Union/West Marine Interchange relative to Plan A. Therefore, some qualitative differences in traffic safety and circulation could be expected between the two Build Alternatives. New and additional ramp structures associated with Plan B Modified will be designed to provide a smoother transition for many of the required turning movements at the interchange. This will help to reduce safety hazards associated with the existing inadequate ramp curvature and superelevation problems described earlier. Also, these improvements will provide a more direct and understandable ramp system than Plan A, which will offer more desirable access for traffic using the interchange. Specific improvements which will effect individual traffic patterns within the Union/West Marine Interchange are outlined below by directional movement.

-- Union to West Marine Drive: (The consolidation of these movements onto a single flyover structure in the Selected Alternative simplify east-west movement and improve capacity.) Plan A would require the continued separation of the westbound and eastbound movements through the interchange, resulting in a more circuitous traffic pattern than called for in Plan B.

-- West Marine Drive to I-5 Northbound: This on-ramp would be improved in both Plan A and Plan B. Plan B will lengthen the ramp thereby increasing its design speed and providing additional storage capacity. However, Plan

A would only modify the vertical and horizontal alignment of the ramp to match the new Slough Bridge structure.

-- I-5 Northbound to Union Avenue: The Selected Alternative B will include a braided northbound exit which will smooth the move to a direct link with Union Avenue. Plan A would also provide a braided section, but would connect to the frontage road just south of Union Avenue.

-- I-5 Southbound to North Marine Drive: Plan A would not improve the existing geometrics that serve this movement while Plan B will require a somewhat circuitous movement off the freeway onto the new Union/West Marine Drive flyover structure mentioned earlier. Plan B would not provide a more direct link to North Marine Drive although it would be possible to allow this link with a level of service through the signalized intersection. Both Plans A and B would require traffic to exit Union Avenue eastbound and travel beneath it through the existing underpass to reach North Marine Drive.

-- Future Transit: Plan A would not relieve the restriction under the Union/West Marine Interchange. By contrast, Plan B will widen the bridge and allow enough width under the interchange for future widening of the traveling.

Even with the improvements discussed above, some peak hour queuing could be expected at both the east and west ramp terminals of the Union/West Marine Interchange. Under the Selected Alternative, the projected level of service at the west terminal will be LOS-C; and the level of service estimates at the east ramp terminal will be at a LOS-C. Both ramp terminals will include signalized intersection improvements designed to improve traffic flow and achieve the service levels discussed above.

-- Regional Through Trips: Prior to the opening of I-205, traffic congestion will be greater than the amount forecast for the year 2000 since ADT will be approximately 15 percent higher in 1981. After I-205 opens in 1982, traffic volumes will drop by as much as 38 percent. However, service levels would not improve, and will likely worsen to Level of Service F as a result of construction. Periodic detour and rechannelization activity associated with specific construction will be planned and phased in order to accommodate existing traffic volumes. Nevertheless, regional through trips will likely be discouraged, since the Selected Alternative will generate higher levels of congestion manifested by lower typical speeds, higher V/C ratios, and less desirable levels of service.

-- Access to Hayden Island: Access to Hayden Island will be particularly difficult during construction. Congestion associated with detours of I-5 traffic onto the temporary Oregon Slough Bridge structure will slow ingress and egress movement at the interchange during peak periods. Other construction-related traffic disruptions will include the addition of a

traffic lane at the northbound ramps and improvement of the southbound ramps of I-5 at the interchange.

-- Local Trips: Local tripmaking in the study area will become increasidngly difficult during construction. Regardless of whether construction were to occur, ramp volumes at the Jantzen Beach and Union/West Marine Interchanges will continue to increase and the demand on the already congested interchanges will be aggravated. In 1981, merge/weave movements at the Slough Bridge will be difficult to make and access to the Union/West Marine and Jantzen Beach ramps will be slow, particularly during the peak hour.

The Jantzen Beach Interchange ramps will be at Level of Service F. In 1982, with the opening of I-205, ramps serving Union Avenue will be relieved from heavy east- and westbound travel. The remaining ramps would remain similar to 1981 forecast conditions.

Several detours, required at the Union/West Marine Interchange to allow for road removal, structure, and roadway work, will add to the congestion and will therefore generate additional travel delay and inconvenience.

-- Transit Service: Construction activity will reduce the quality of transit service offered through the I-5 corridor. Projected improvements in levels of congestion (in the absence of construction) following the opening of I-205 and the concomitant lifting of restrictions on the flow of buses, will be erased by construction-related flow restrictions.

-- Bicycle and Pedestrian Activity: Bicycle and pedestrian activity between Delta Park and Hayden Island will be discouraged to a greater degree than they are presently during the construction period because of the presence of construction equipment and detours and the general deterioration of the physical environment, including noise and dust levels.

-- Parking: Construction activity will require the removal of some parking spaces on Hayden Island.

-- Safety: Safety hazards will increase during the construction period relative to existing conditions. The movement of construction equipment operating in the project area, periodic detours, and irregular traffic channelizations will collectively reduce safety levels during the construction period. These conditions will be aggravated by projected increases in ADT until I-205 opens in 1982.

-- Emergency Vehicle Access: Emergency vehicle passage through the area will be made more difficult by the varying channelization schemes required to accommodate construction activities.

Relationship Between Transportation Goals and Project Alternatives

-- Regional Goals: Since the No-Build Alternative does not include actions or measures designed to improve transportation service in the I-5 corridor, it cannot provide additional support to adopted regional transportation goals. The alternative will be consistent with, and supportive of, each of these goals.

-- City Goals: Only the Build Alternatives would act to support transportation objectives for the North Portland District as outlined in the City of Portland's Arterial Streets Classification Policy for the City of Portland.

Compatibility with Related Transportation Improvements

The Build Alternatives were found to be consistent with and supportive of other related transportation improvement projects programmed for the metropolitan area. Specific projects that would be related to and compatible with the Slough Bridge project include:

-- I-5 TSM Project
-- Ramp Metering (Citywide)
-- I-5 and SR-14 Interchange
-- I-205 Columbia River Bridge
-- I-5 Corridor Transit Service.

Special attention should be given to the relationship between the Slough Bridge project and the I-205 Columbia River Bridge project. As described earlier in this report, the opening of I-205 in 1982 would relieve traffic congestion on I-5. A construction schedule for I-5 that is coordinated with this opening date could take advantage of this diversion, thereby lessening the impact of construction activity on travel in the I-5 corridor.

Marine Navigation

The proposed Oregon Slough structure under either Build Alternative will not reduce the Slough's navigability in the vicinity of the project. Existing bridge clearances will be maintained and the channel will not be altered. The temporary structure which may be required during project construction will also be designed to avoid obstructing navigation. Ongoing coordination will take place with the U.S. Coast Guard to ensure that adequate attention is given to marine traffic.[1]

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[1]The U.S. Coast Guard plays a major role in issuing bridge permits and will therefore, have the opportunity to review preliminary and final plans.

This Final Impact Statement will be used as support data in applying for the required bridge report.

Mitigative Measures

The programs listed in Table 10 will be implemented by ODOT in order to reduce the magnitude of adverse impact during the construction phase of the project.

TABLE 10

ODOT MITIGATIVE TRAFFIC MEASURES

Alternative	Adverse Impact	Mitigative Measure	Effect
No-Build	Increased congestion (slower speeds) on I-5 over the long-term.	Install ramp metering devices to control Hayden Island on-ramps, coordiaate with I-5 TSM project.	Improves level of service on I-5 but would generate longer queues at ramps. If corridor level TSM ramp control is instituted, these queues would occur up-stream of Hayden Island at other ramps where modest queue lengths would interfere less with cross-street surface traffic.
Build	Short-term congestion and safety hazards associated with tempo-rary construction detour and rechannelization activity.	Implement media and public information campaign to provide advance information of detours, traffic disruptions, and transit services.	Improves public acceptance of project related delay and incon-venience. Reduces motorist con-fusion resulting in greater safety.
		Dispatch frequent construction progress reports in association with local radio-television as public service.	Improves public acceptance of project delay and inconvenience. Reduces complaints and motorist frustration.
		Coordinate Slough Bridge con-struction schedule to take advantage of congestion relief provided by I-205 opening in 1982.	Reduces short-term construction. Provides for alternate route to service Vancouver to Portland travel demand.

3.3 ENERGY

Existing Conditions

Energy Consumption: An investigation of 1977 fuel consumption figures indicates that approximately 2,627,000 gallons of vehicle fuel were consumed in the project area during that year. In the year 2000, however, as a result of improved vehicle fuel efficiency, fuel consumption in the project area, in the absence of highway modifications, may decrease by 36 percent to 1,682,000 gallons per year. This magnitude of reduction may be slightly optimistic, however, since congestion, which normally reduces vehicle fuel efficiency, is expected to increase in the absence of highway modifications.

This reduction should occur even with the projected 10 percent increase in VMT in the project area (see Table 11).

Consistency with Energy Policy: The MSD (formerly CRAG) Interim Transportation Plan and Goals and Objectives report outlines energy goals related to transportation for the Portland region. Generally, these policy statements are supportive of more effective use of energy resources.

Impacts

Long-Term

Energy Consumption: The No-Build Alternative typically represents the projected year 2000 energy consumption scenario presented above. While travel speeds in the project area would be only slightly reduced under the No-Build Alternative, speed increases ranging from 5 to possibly 15 mph over the existing peak hour speeds could be realized under the Build Alternative. This generalized increase in typical speeds in the Build Alternative will have some effect on fuel consumption, since existing speeds are so slow. Figure 15 illustrates the gross effect of speed on fuel consumption and provides the basis for a general estimate of the differences between the No-Build and Build Alternatives.

Results of the fuel consumption analysis shown in Table 11 indicate that the No-Build Alternative would result in approximately a 36 percent decrease in fuel consumption over the existing (1977) condition in the project area due to more efficient fuel consumption rates anticipated for 2000. The Build Alternative will further reduce fuel consumption by approximately 21 percent over 1977 conditions (33 percent over the No-Build Alternative) due to the slight increases in typical speeds.

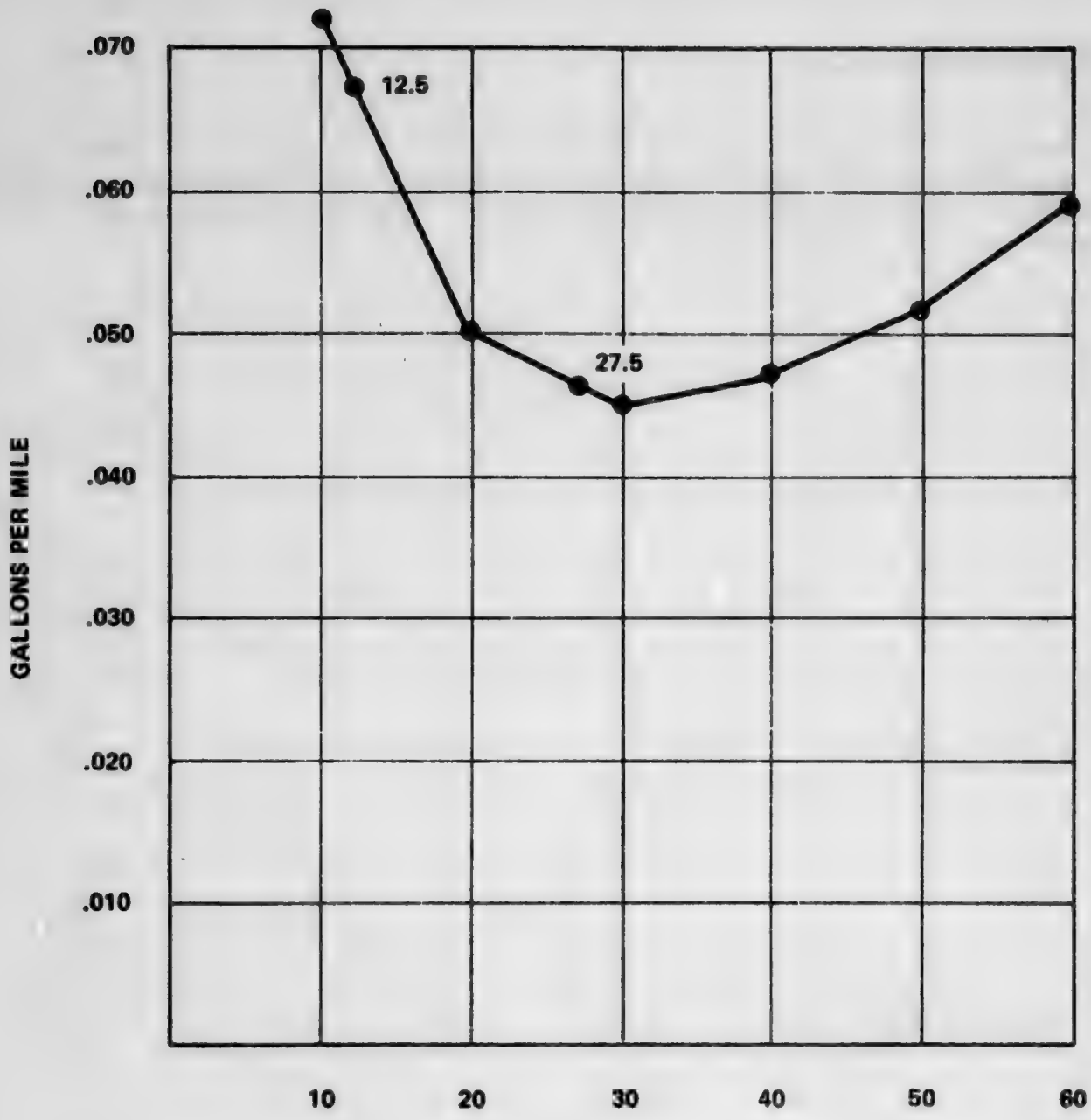
Energy Policy: In general, both the No-Build and Build Alternative with their respective reductions in fuel consumption would be supportive of the specific energy policies mentioned earlier. However, it should be noted that the Build

TABLE 11

ENERGY REQUIREMENTS[a]

	Existing Condition (1977)	No-Build (2000)	Percent Difference (No-Build vs. Existing)	Build (2000)	Percent Different (Build vs. Existing)	Percent Difference (Build vs. No-Build)
Annual VMT (million)	38.1	40.2	+ 5	40.2	+ 5	0
Annual Fuel Gallons (thousand)	2,627	1,682	-36	1,127	-57	-33
Total Energy BTUb (billion)	333,629	213,614	-36	143,122	-57	-33

[a]Based on estimated average fleet mpg of 14.5 for 1977 and 23.9 for the year 2000.
[b]One gallon of fuel equals heat equivalent of 127,000 BTU's.



SOURCE: Bloom, Kent, Trans-Urban Computer Model (OPGAS), Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., April 1973.

FIGURE 15
VEHICLE FUEL CONSUMPTION BY SPEED

Alternatives would provide greater reductions in fuel consumption, and therefore would be more supportive of these policies than would the No-Build.

Mitigation Measures

As described in the previous analysis, both the No-Build and Build Alternatives would result in positive impacts related to energy. However, additional energy savings could be achieved through the improvements of transit service in the I-5 corridor.

3.4 LAND USE

Existing Conditions

Figure 16 delineates generalized land uses in the immediate vicinity of the proposed project. Commercial development clustered in Hayden Island is totally dependent upon I-5 for regional access. A small residential trailer park borders this area to the west: a large multifamily townhouse development borders this commercial area to the east.

The Oregon Slough, which provides a transition between general commercial and public and vacant land, is dominated by marine-related usage: several industrial facilities border this area near the Union/West Marine Interchange. The land bordering I-5 between Oregon Slough and Victory Boulevard is dominated by public and vacant land. Delta Park borders I-5 on the east and public, vacant, and industrial land border I-5 on the west.

The broader project area, which is also at least partially dependent upon I-5 for regional access, encompasses the western half of Hayden Island, the Rivergate industrial area, North Portland, Faloma, Vancouver, and Washington (see Figure 22 in the Social Character section).[1] Approximately 80 percent (9,279.5 acres) of the land in this Census tract is undeveloped and is categorized as: agricultural land (10.5 acres); public/park open space land (1,331.8 acres); vacant land (3,640.5 acres); natural resources land (810 acres), and water (3,486.7 acres). The majority of the remaining 20 percent of the land is developed for industrial (11,840 acres); transportation (638.9 acres); commercial (218.2 acres), and residential (179.4 acres) uses (see Table 12).

Approximately 80 percent of the 360 acres of Hayden Island and 60 percent of Tomahawk Island that lie east of the Spokane, Portland and Seattle (now Burlington Northern) Railroad ROW have been developed commercially and, to a slightly lesser degree, residentially.[2] The balance of the eastern portion of Hayden Island is scheduled for light industrial, multifamily, and retail/office space development.

Approximately 70 percent of Hayden Island, which is located to the west of the railroad tracks, lies outside of the regional urban growth boundary. This

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[1]The area refers to the area contained in Census Tract 72. Vancouver is actually outside Census Tract 72.

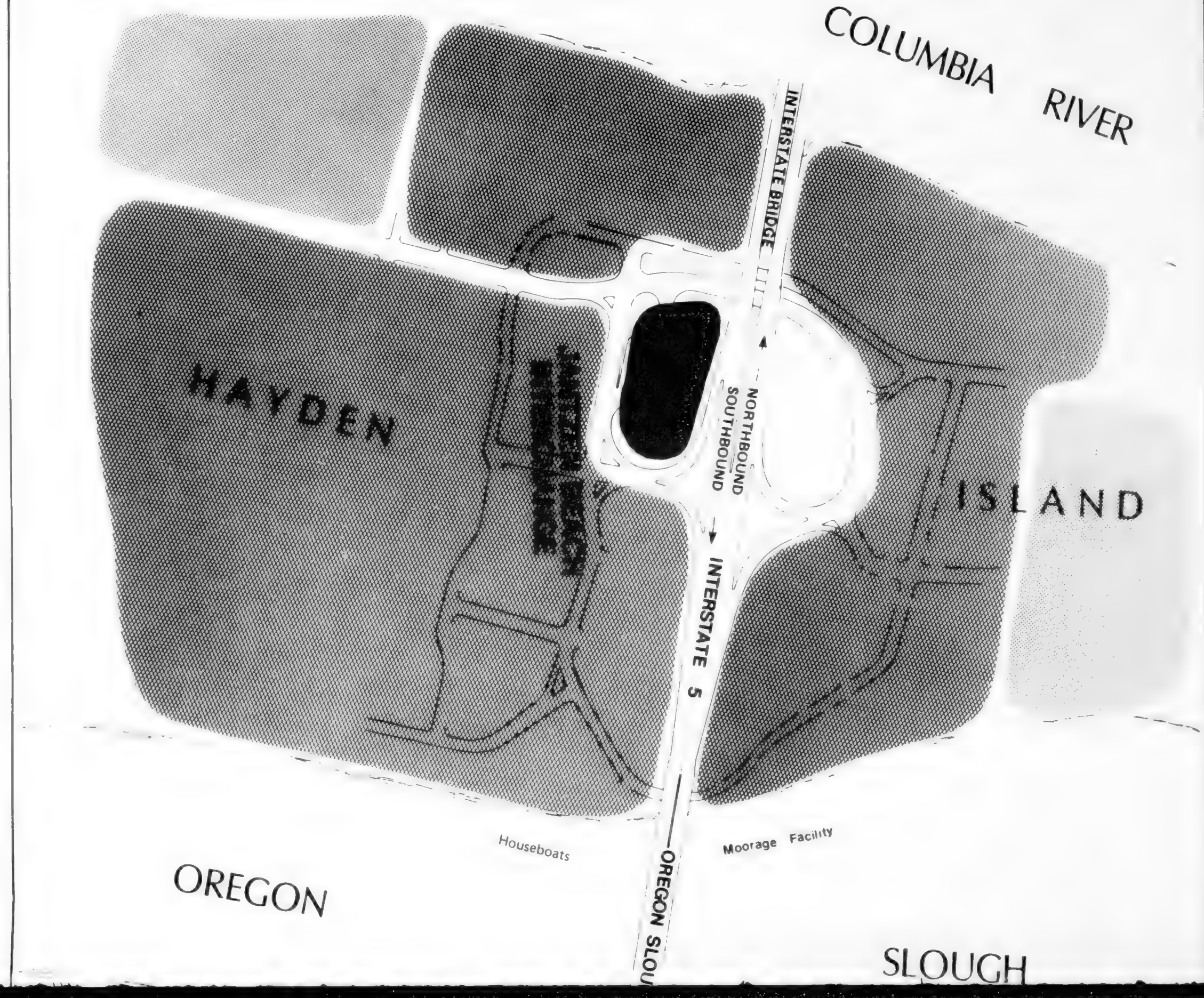
[2]These 1979 figures were derived from conversation with Nick Steffanoff, planning consultant to Hayden Island, February 13, 1979.

TABLE 12

LAND USE BY ACREAGE--1977

Land Use	Area Acreage	Percent of Urban Land
Urban	2,220.5	
Residential	179.4	8.0
Single Family	(90.9)	4.0
Mobile Home	(54.6)	2.5
Multi-Family	(33.9)	1.5
Industrial	1,184.0	53.0
Commercial	218.2	10.0
Transportation	638.9	29.0
Natural Resources	9,279.5	
Agricultural	10.5	
Public/Park Open Space	1,331.8	
Vacant	3,640.5	
Developable	(1,605.5)	
Non-Developable	(2,035.0)	
Natural Resource	810.0	
Water	3,486.7	
Total Area	11,500.0	

Source: Technical Memorandum No. 6, Metropolitan Service District, January 1979 (Census Tract 72).


COLUMBIA RIVER
INTERSTATE BRIDGE
NORTHBOUND
SOUTHBOUND
HAYDEN
ISLAND
INTERSTATE 5
Houseboats
Moorage Facility
OREGON
OREGON SLOU
SLOUGH

Exis

DELTA P

INTERSTATE 5

JAN

UNION AVE.

EAST MARINE DR.

NORTHBOUND
SOUTHBOUND

UNION/WEST MARINE
INTERCHANGE

WEST MARINE DR.

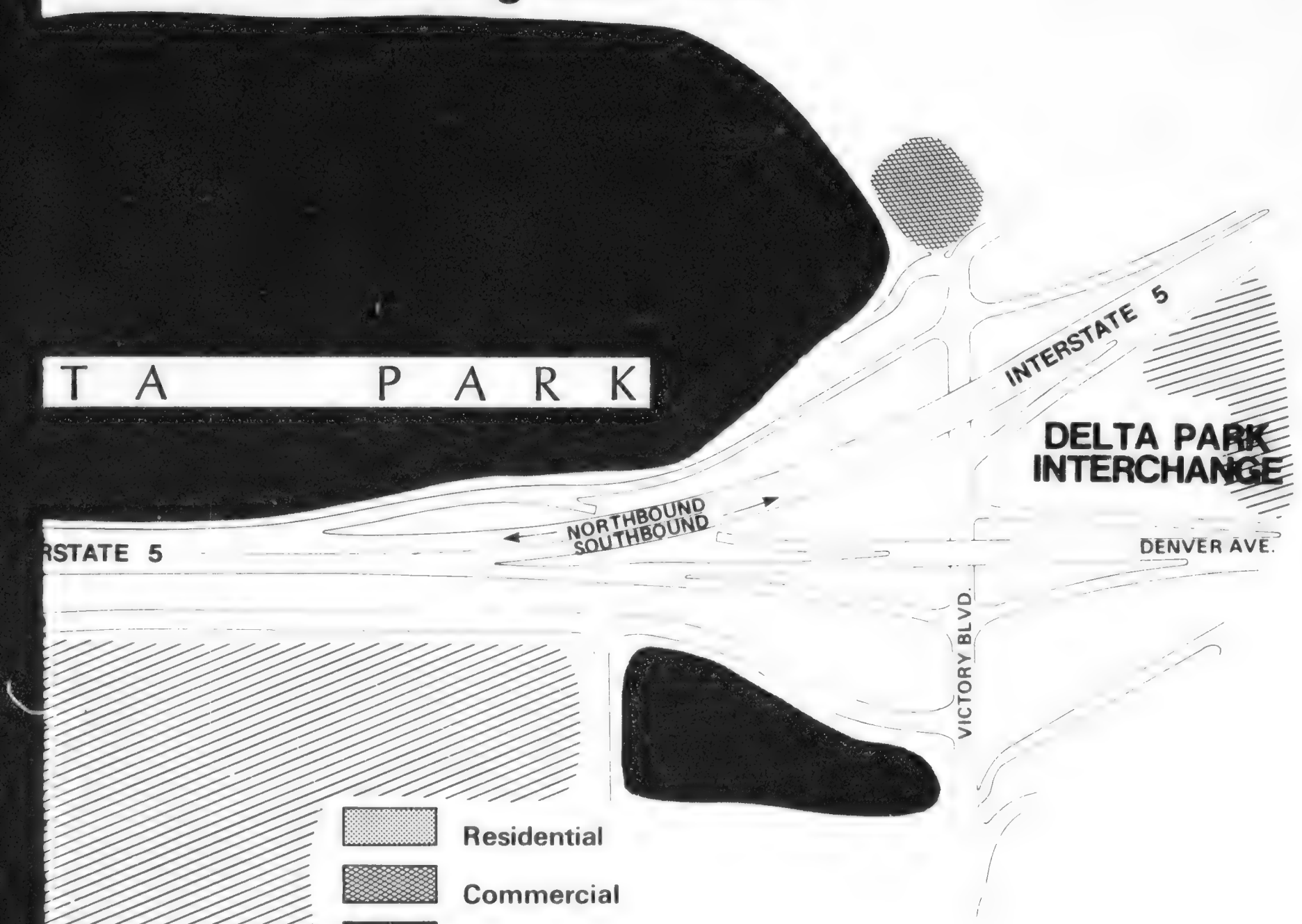
Moorage Facility

SLOUGH

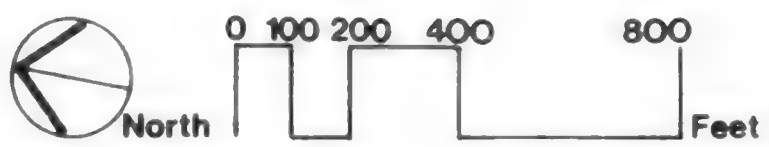
GON SLOUGH BRIDGE

FIGURE 16

Existing Land Use



JANTZEN BEACH – DELTA PARK INTERCHANGE



predominantly private and vacant land area is dominated by natural habitat or farming land.[1]

The North Portland and Faloma districts of the City of Portland, which are located to the west and east of I-5, respectively, are dominated by public and vacant land and industrial development. Public and vacant land dominates the landscape over a large area between Union Avenue and West Marine Drive and the Columbia Slough. Delta Park and the Portland Meadows Racetrack encompass most of the land southwest of Union Avenue.

Several industrial plants, a convention facility, and a stockyard are concentrated along West Marine Drive beginning approximately one-quarter mile west of I-5. Commercial and light industrial developments are clustered along Union Avenue east of the Portland Meadows Racetrack, about one mile from I-5.

Residential areas are located toward the southern and eastern edges of North Portland-Faloma districts. They have been developed as predominantly low-density single-family areas.

Land Use Controls

Land use development in the vicinity of the project is controlled by land use plans and zoning ordinances adopted by local and regional governments. The City of Portland controls the type of land use that can occur south of the Oregon Slough. Multnomah County is responsible for guiding development on Hayden and Tomahawk Islands.

City of Portland: The City of Portland is presently reviewing the draft of a comprehensive plan. If land development is controlled according to the draft plan, the following trends would occur: Vacant land southeast of the Delta Park I-5 Interchange would become general manufacturing (warehousing and distribution) and commercial. Delta Park land would remain recreational open space, but agricultural lands west of I-5 would become light manufacturing and commercial areas. Vacant land property fronting on West Marine Drive near I-5 would be designated for light industrial use. General commercial transit and auto-oriented developments would emerge between Vancouver Way and Oregon Slough. Vacant land near the Jubitz Truck Stop would become general and light industrial.

Portland City zoning controls, as outlined in Figure 17, contrast somewhat with existing land use, but these inconsistencies should be resolved following adoption of the comprehensive plan.

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[1]This 1979 figure was based upon data contained in Hayden Islands Issues and Options for the Western Portion. Cogan Associates, Portland, Oregon, 1978.

Light manufacturing (M-3) zoning, which allows light industrial and commercial development, encompasses most of the land contiguous to I-5 between Oregon Slough and Victory Boulevard. Selected areas southwest of Victory Boulevard and northeast of the Union/West Marine Interchange are zoned general manufacturing (M-2) and allow all industrial development except heavy industrial. Land fronting on the Oregon Slough is zoned general commercial (C-2), which allows low-density retail and service developments.

Multnomah County: The Multnomah County Comprehensive Plan designates Hayden Island and Tomahawk Island located to the east of the Burlington Northern Railroad's ROW as urban and land to the west of the ROW as natural resource of significant environmental concern. These designations are reinforced by MSD land use policies.[1]

Multnomah County zoning is generally reflected in existing land use patterns. The central portion of East Hayden Island is zoned general commercial (C-Z) and allows for medium-density retail and service facilities. The easternmost parts of Hayden Island and Tomahawk Island are zoned either apartment-residential (A-Z) or agricultural (F-Z).[2]

The County has zoned the western two-thirds of Hayden Island as a multiple use forest district (MUF-20), which restricts activities for rural, conservation, and wildlife uses.

Land Use Policies

The general plans and zoning ordinances noted above were developed or are being developed to reflect general planning policies and goals of the City of Portland, Multnomah County, and the MSD. Table 13 lists policy statements contained in documents prepared by these three governmental agencies that relate generally to the proposed project and may be used to assess whether the No-Build or Build Alternatives are consistent with and supportive of established land use policy.

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[1]Multnomah County established policies for urban development of Hayden Island in the 1976 adopted Hayden Island Plan.

[2]A-Z zone allows multifamily dwellings with minimum interior spaces of 1,200 square feet per unit. F-Z zone has been designated to preserve the rural character by allowing only single-family dwellings on 20-acre parcels for agricultural use or on two-acre parcels for nonagricultural use.

Sources:
City of Portland Municipal Code
Title 33, Planning & Zoning
Bureau of Planning

Multnomah County Zoning Ordinance
No. 100
Division of Planning and Development

SLOUGH
EAST MARINE DR.
UNION AVE.
M-2
C-2
D E L T A
M-3
GON SLOUGH BRIDGE
NORTHBOUND
SOUTHBOUND
INTERSTATE 5
City of Portland
OREGON
M-3
UNION/WEST MARINE
INTERCHANGE
WEST MARINE DR.
City of
C-2
M-2
M-3
Multno
F-2
A-2
C-2
JANT

FIGURE 17

Existing Zoning

City of Portland
C-2 General Commercial
M-2 General Manufacturing
M-3 Light Manufacturing

Multnomah County
F-2 Agricultural District
A-2 Apartment Residential
C-2 General Commercial

JANTZEN BEACH – DELTA PARK INTERCHANGE

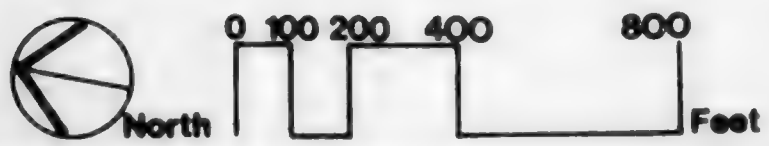


TABLE 13
LOCAL AND REGIONAL PLANNING GOALS

City of Portland Arterial Streets Classification Policy

The Marine Drive/Columbia Boulevard Loop shall serve as the truck, traffic, and transit access route to the Rivergate industrial area.

Regional trafficway interchanges should be designed to reinforce desired land uses and development trends as defined by adopted plans and policies.

Traffic and transit improvements in the northeast district shall recognize and enhance the importance of Union Avenue as a regional district commercial area.

A recognized truck route system for trucks is required to provide high-quality access to commercial and industrial areas.

In order to minimize the impact of future travel upon the City, new land development in the region should be encouraged to locate adjacent to, or have a high level of access to, the regional trafficways and transitways, particularly the latter, in order to maximize the opportunity for transit trips.

Multnomah County Comprehensive Framework Plan

Site access will not cause dangerous intersections or traffic congestion, considering the roadway capacity, existing and projected traffic counts, speed limits, and number of turning movements (commercial, office, and industrial location policy).

Multnomah County Hayden Island Plan--Policy Plan

Pedestrian linkages should be provided to meet MSD's greenway concept.

Metropolitan Service District Interim Transportation Plan

The transportation system will support neighborhoods, communities, CBDs, and regional centers and will emphasize community identity.

In addition to these local and regional policy documents, the Oregon Land Conservation and development Commission (LCDC) has developed statewide planning goals to guide urban and rural development and protect valuable natural resources in an orderly and comprehensive manner. Table 14, identifies which of these 19 planning goals pertain to the proposed project.

Impacts

Land Development Trends: The No-Build and the Selected Alternative will not significantly impact land use patterns or development trends in the immediate or broad project areas. None of the alternatives will substantially affect the relative accessibility, and therefore locational advantage, of land use areas located immediately adjacent to or in the subregional vicinity of the project right-of-way. Other factors (including the opening of I-205 and consequent diversion of some regional through traffic from I-5, regional growth rates, retail market behavior, developer interests, availability of financing, gasoline prices, and political land use policy decisions) will determine future development in the area surrounding I-5 in the vicinity of the Oregon Slough.

The No-Build Alternative would have a very slight dampening effect on land development activities along the project corridor due to the degree that congestion and accessibility would deteriorate. Conversely, the Selected Alternative will likely encourage development to the slight degree that congestion will be relieved and accessibility improved.

Land Use Policy: The No-Build Alternative would be inconsistent with regional and state land use policies to the degree to which congestion on I-5 and surface street areas would increase. The Selected Alternative will be generally consistent with and supportive of city, county, regional and state land use policy as listed in Table 14.

Although the primary responsibility for planning lies with the counties and incorporated cities, state agencies which implement projects and programs are required by state law to take action in accordance with the LCDC statewide planning goals. Prior to LCDC's acknowledgment of a local/comprehensive plan, the statewide planning goals are substituted for the plan.

LCDC is currently preparing criteria for evaluating the consistency of ODOT projects with the statewide goals. In the absence of these criteria, this technical report makes a preliminary assessment of those goals that apply to the proposed project (see Table 14).

The No-Build Alternative would be consistent with LCDC goals, except for some inconsistencies pertaining to Goals 8, 9, 11, and 12. Recreational needs would not be met (Goal 8) due to the restrictions placed on pedestrian and bicycle access to Hayden Island. Park users would be affected by substandard noise levels projected on the No-Build Alternative.

The state's economy would not diversify or improve (Goal 4) because projected effects of decreased accessibility due to increased traffic congestion would adversely affect commercial activity.

The No-Build Alternative would not allow for timely, orderly, and efficient arrangement of public facilities and services (Goal 11) or the realization of regional transportation goals (Goal 12).

The Selected Alternative will be consistent with most LCDC goals, except for Goals 5 and 9. Relative to conserving open space (Goal 5), implementation of the Selected Alternative will lead to the development of some open space.

It will also be somewhat inconsistent with Goal 5 in that a limited amount of wildlife and vegetation habitat would be lost. Some inconsistency with Goal 9 related to state economic activity would occur because taxpayers would be responsible for defraying a portion of project construction costs.

Mitigation Measures

No mitigation measures are required because land use impacts would not be appreciable in terms of:

-- The amount of prime agricultural land and natural resource areas converted to developed uses

-- Conflicts with local, regional, and state land use policies and goals.

TABLE 14

PROJECT COMPATIBILITY WITH LAND CONSERVATION AND DEVELOPMENT COMMISSION
STATEWIDE PLANNING GOALS

LCDC Goals	No-Build Alternative	Build Alternative A	Selected Build Alternative B "Modified"
1. Citizen Involvement	Consistent	Consistent	Consistent
2. Land Use Planning	Not Applicable	Consistent	Consistent
3. Agricultural Lands	Not Applicable	Not Applicable	Not Applicable
4. Forest Lands	Not Applicable	Not Applicable	Not Applicable
5. Open Spaces, Scenic and Historic Areas, and Natural Resources			
Open Space	Consistent	Generally consistent; however, potential conflicts may result from the conversion of open space to developed use	Same as Plan A
Scenic and Historic Areas	Consistent	Consistent	Consistent
Natural Resources	Consistent	Generally consistent; however, a potential conflict may arise from minor loss of wildlife and vegetation habitat	Same as Plan A
6. Air, Water, and Land Resources			
Air Quality	Consistent	Consistent	Consistent
Water Quality	Consistent	Consistent	Consistent
Land Resources Quality	Consistent	Consistent	Consistent

TABLE 14 (Continued)

LCDC Goals	No-Build Alternative	Build Alternative A	Selected Alternative B "Modified"
7. Natural Hazards	Consistent	Consistent	Consistent
8. Recreation	Inconsistent: Potential conflict due to restriction of pedestrian and bicycle access to Hayden Island. Parks would be impaced by sub-standard air quality levels.	Consistent due to mitigation of noise impacts	Same as Plan A
9. Economy	Consistent; however, a potential conflict would occur due to the traffic congestion's impact on accessibility to commercial areas.	Consistent; however, a potential conflict would occur doe to public costs incurred by taxpayers to defer construction costs.	Same as Plan A
10. Housing	Not Applicable	Not Applicable	Not Applicable
11. Public Facilities and Services	Inconsistent: Would not allow for timely, orderly and efficient arrangement of public services and facilities	Consistent	Consistent
12. Transportation	Inconsistent: Potential conflict would occur because the No-Build would not meet regional transportation goals	Consistent	Consistent
13. Energy	Consistent	Consistent	Consistent
14. Urbanization	Not Applicable	Not Applicable	Not Applicable
15. Willamette River Greenway	Not Applicable	Not Applicable	Not Applicable
16. Estuary	Not Applicable	Not Applicable	Not Applicable
17. Coastal Shores	Not Applicable	Not Applicable	Not Applicable
18. Beaches and Dunes	Not Applicable	Not Applicable	Not Applicable
19. Ocean Resources	Not Applicable	Not Applicable	Not Applicable

3.5 AIR RESOURCES

Existing Conditions

The main pollutants emitted in automobile exhaust are carbon monoxide (CO), hydrocarbons (HC), and nitrogen oxides (NO_x). Total suspended particles (TSP) are also emitted in the exhaust and as a result of tire wear. However, the major source of TSP due to a traffic-related project is the resuspension of roadway dust. Lead is also emitted in very small amounts and is present in particle form available for reentrainment. However, even small amounts of lead can be detrimental. Automobiles are not a major source of sulfur dioxide (SO_2).

Both particulate and gaseous air quality were measured in the Portland area. For comparison with the following discussion, Oregon and National Ambient Air Quality Standards (NAAQS) are presented in Table 15.

No pollutants measured in the project area during the one month monitoring period (18 November-19 December) exceeded any standard. During this month, however, very high TSP values ($274 g/m^3$) and some CO excess were recorded at the downtown Portland Central Air Monitoring Station (CAMS). In general, the air quality in the project area appears to be much better than that downtown. To be specific, frequent exceeding of the eight-hour CO standard (37 in 1978) and some exceeding of the one-hour oxidant standard (four in 1978) were recorded downtown. There were many incidences that of the non-methane hydrocarbons (NMHC) standards were exceeded, which generally is an indication of high ozone levels, since NMHC is a precursor in its formation. Nitrogen oxide levels were very low. In 1978, the annual, monthly, and 24-hour TSP standards were exceeded; the monthly standard was exceeded three months and the Oregon 24-hour standard was exceeded on three days. Neither the Oregon nor the National lead standard was exceeded.

Impacts

Long-range and temporary construction impacts were assessed relative to the No-Build and Build Alternatives. The two Build Alternatives would generate the same air quality impacts because traffic and emission projections for each are identical.

The air resources analysis indicates that projected ADT in the entire project area would be independent of No-Build or Build roadway conditions. However, the distribution of hourly traffic and the average vehicle speed would vary depending upon the alternative selected. During construction, vehicle speeds would be slower under the Build Alternatives relative to the No-Build. After construction, though, they would be faster under the Build Alternatives. Therefore, only those pollutant emission factors which depend on speed would change with different scenarios. These pollutants are CO, THC, and NO_x; CO and THC decrease with higher speeds and NO_x increase with higher speeds.

TABLE 15

FEDERAL AND OREGON
STATE AIR QUALITY STANDARDS
FOR GASEOUS POLLUTANTS

Pollutant	Averaging Time	Federal		Oregon Standards
		Primary Standards	Secondary Standards	
Ozone (O_3)	1 hour	240 ug/m^3 (0.12 ppm)	Same as primary	160 ug/m^3 (0.08 ppm)
Carbon Monoxide (CO)	8 hour	10 mg/m^3 (9 ppm)	Same as primary	10 mg/m^3 (9 ppm)
	1 hour	40 mg/m^3 (35 ppm)	Same as primary	40 mg/m^3 (35 ppm)
Sulfur Dioxide SO_2	Annual Average	80 ug/m^3 (0.03 ppm)	--	60 ug/m^3 (0.02 ppm)
	24 hour	365 ug/m^3 (0.14 ppm)	--	260 ug/m^3 (0.10 ppm)
	3 hour	--	1300 ug/m^3 (0.50 ppm)	1300 ug/m^3 (0.50 ppm)
Nitrogen Dioxide NO_2	Annual Average	100 ug/m^3 (0.05 ppm)	Same as primary	100 ug/m^3 (0.05 ppm)
Hydrocarbons (corrected for methane--NMHC)	3 hour (6-9 a.m.)	160 ug/m^3 (0.24 ppm)	Same as primary	160 ug/m^3 (0.24 ppm)

Long-Term Impacts

Microscale: Microscale impacts were assessed using a diffusion model, AVQUAL, which relates emissions to concentrations for CO, TSP, and lead. CO was the only pollutant modeled because emission factors recommended by the U.S. Environmental Protection Agency (EPA) for TSP and lead do not depend upon vehicle speed.

Conservative estimates of CO concentration made using AVQUAL are given in Table 16 for one-hour averages and Table 17 for eight-hour averages. By the year 2000, all predicted CO levels would be much less than federal or state one-hour or eight-hour standards. There would be no discernible difference between the No-Build and Build Alternatives relative to one-hour CO concentrations pictured under typical conditions. However, one-hour and eight-hour concentrations would be slightly higher for the No-Build Alternative under severe meteorological conditions compared to the Build Alternatives.

Mesoscale: Regional scale impacts (impacts on downtown Portland) were analyzed relative to CO, NO_2, O_3, particulates and lead. Emissions from implementation of No-Build and Build Alternatives were compared with the expected emissions for the entire Portland-Vancouver Air Quality Maintenance Area (Tables 18 and 19). There would be no discernible difference between the No-Build and Build Alternatives on mesoscale concentrations of CO or NO_2, due to the small differences in emissions between them. The one-hour or eight-hour National Ambient Air Quality Standards (NAAQS) for CO or NO_2 is not expected to be exceeded under the No-Build or Build Alternatives.

Neither the No-Build nor the Build Alternatives would affect total regional emissions of total suspended particulates, SO_2, or lead. Therefore, they could not be considered to have an impact on respective regional pollutant concentrations.

Neither the No-Build nor the Build Alternatives will interfere with Metropolitan Service District's (MSD) goal to reduce 1977 emissions of 65 percent in order to meet the National Ambient Air Quality Standards (NAAQS) for oxidants. This goal would not be met regardless of whether or not construction is begun on the project. By 2000, the Build Alternative would decrease hydrocarbon emissions and increase oxides of nitrogen emissions, again by less than 0.1 percent; this would not cause a discernible change in ozone levels.

Temporary Construction Impacts

Microscale: The CO concentrations would not exceed any of the federal or state one-hour or eight-hour standards in 1981 whether or not the project is constructed by 1981 (see Tables 16 and 17). One-hour concentrations would be higher under 1981 Build conditions than for 1981 No-Build conditions, although the differences would be less evident under severe meteorological

TABLE 16

PREDICTED ONE-HOUR CO_3 CONCENTRATIONS AT THE EDGE OF RIGHT-OF-WAY (0) and 50 m DOWNWIND (in mg/m^3) FOR I-5 UNDER BOTH TYPICAL AND SEVERE METEOROLOGY

Alternative		Typical				Severe			
		Above Background		With Background		Above Background		With Background	
		0	50	0	50	0	50	0	50
2000	No-Build	1.1	0.8	1.7	1.4	1.8	1.3	6.4	5.9
2000	Build	1.1	0.8	1.7	1.4	1.7	1.2	6.3	5.8
1981	No-Build (No Const.)	3.1	2.3	4.1	3.3	4.8	3.6	12.4	11.2
1981	Build (Construction)	4.6	3.6	5.6	4.6	7.5	5.4	15.1	13.0

TABLE 17

PREDICTED 8-HOUR CO CONCENTRATIONS AT THE EDGE OF RIGHT-OF-WAY (0) AND 50 m DOWNWIND (in mg/m3) FOR I-5 UNDER SEVERE METEOROLOGY

		Severe Meteorology			
		Above Background		With Background	
	Alternative	0	50	0	50
2000	No-Build	1.0	0.7	4.3	4.0
2000	Build	0.9	0.6	4.2	3.9
1981	No-Build (No Construction)	3.3	2.3	8.7	7.7
1981	Build (Construction)	4.1	2.8	9.5	8.3

TABLE 18

PROJECT EMISSIONS (tons/yr) FOR BUILD AND NO-BUILD SCENARIOS MESOSCALE

	2000			1981		
Pollutant	No-Build	Build (Const.)	% Change	No-Build	Build (Const.)	% Change
CO	767	738	-3.8	2,537	2,723	+7.3
NO_x	135	140	+3.7	231	230	-0.4
THC	78	75	-3.8	246	261	+6.1
TSP	301	301	0.0	333	333	0.0
SO_2	11	11	0.0	12	12	0.0
Lead	<0.1	<0.1	0.0	1.1	1.1	0.0

+ Indicates an increase in emissions for the build case.
- Indicates a decrease.

TABLE 19

PORTLAND-VANCOUVER AIR QUALITY
MAINTENANCE AREA EMISSIONS AND PERCENT CHANGE
BETWEEN BUILD AND NO-BUILD SCENARIOS

	Emissions (Tons/Year)				% Change for Build	
	1977	1981	1983	2000	1981	2000
Carbon Monoxide	796,300	575,143	464,564	348,030	+0.1	-0.1
Oxides of Nitrogen	54,200	51,733	50,500	49,533	-0.1	+0.1
Total Hydrocarbons	108,900	81,367	67,600	68,687	+0.1	-0.1

conditions. In fact, the "worst case" eight-hour average under 1981 Build Alternative conditions would approach the federal and state standard of 10 mg/m^3. Eight-hour concentrations for both 1981 No-Build and 1981 Build schemes would not exceed federal and state standards under severe meteorological conditions.

Mesoscale: Construction activities under the Selected Alternatives will increase CO and THC emissions above No-Build conditions in 1981 (see Table 18). However, exceeding the eight-hour NAAQS for CO in downtown Portland in 1981 is expected under both No-Build and Build Alternatives. Regional emissions of total suspended particulates, SO_2, and lead would not be affected by construction (see Table 19).

The Selected Alternative will increase hydrocarbon emissions and decrease oxides of nitrogen emissions (and concentrations) by less than 0.1 percent in 1981; this will not cause any discernible change in regional ozone levels.

Coordination with State Implementation Plan

The Regional Transportation Plan, of which this project is an integral part, has been included in the Oregon State Implementation Plan (SIP). Each project is evaluated, individually, on a case by case basis for consistency with SIP. The projected impacts (which are predicted to be nil), is consistent with the Oregon SIP. (See Department of Environmental Quality letter dated July 27, 1979 in the Comment section.)

All major aspects of this air resources impact analysis were coordinated with the Oregon Department of Environmental Quality (ODEQ).

Mitigation Measures

The two Build Alternatives either would improve or at least not affect air quality for all pollutants except NO_x. No mitigation measures are required to reduce any new impacts. The proposed improvement is a mitigation measure in itself since it improves traffic operating conditions and speeds which would decrease CO, THC and O_3 concentrations. Further reduction in TSP could be realized by cleaning the roadway more frequently.

3.6 NOISE

Introduction

A location's acoustics are generally produced by many different noise sources, such as highway noise, aircraft noise, neighborhood related noise, etc. People generally do not respond to all of these types of noises uniformly, even though their overall sound level may be equal. Environmental noise descriptions, therefore, take into account human variability in response to sounds, which depends mainly upon the magnitude (intensity) of the sound, which is described in terms of sound pressure level expressed in units of decibels (dB). But on an individual basis, it also depends largely upon the frequency content. Therefore, sound pressure level measurements incorporate the human response to frequency using an "A" weighting network. The dBA sound level measurement has been accepted as a good indicator of human response to noise.

Because environmental noise changes constantly with time, statistical techniques are used to describe the acoustical environment of a location. The FHWA standard requires the use of the Equivalent Sound Level (L_{eq}) in describing and evaluating the acoustical environment (in dBA) of a location. The L_{eq} is the equivalent steady noise level which, in a stated period of time, would contain the same noise energy as the time-varying noise during the same period. This report presents "A-weighted" L_{eq} values for the existing acoustical environment and uses the L_{eq} description to determine the impact of the proposed Jantzen Beach-Delta Park Interchange Project on noise levels.

Criteria

The Federal Aid Highway Program Manual (FHPM) establishes design noise levels for determining the noise impact of highway projects. They are presented in Table 20. The manual defines design noise levels as ". . . those established for various activities or land uses which represent the upper limit of acceptable traffic noise level conditions." A site is considered adversely impacted when:

-- The predicted traffic noise levels for the design year approach or exceed the design noise levels.

-- The predicted traffic noise levels for the design year significantly exceed the existing noise levels.

The FHPM does not specify what increase over existing noise levels is to be considered significant. An increase of 10 dBA will be considered significant in this report. This agrees with studies on human responses to sound.

FHWA Volume 7, Chapter 7, Section 3 provides guidelines for applying the design noise levels. The exterior design noise levels apply to areas which have regular human use. Areas such as service stations, industrial areas,

TABLE 20

FEDERAL HIGHWAY ADMINISTRATION NOISE LEVEL/ACTIVITY RELATIONSHIPS[a]

Land Use Category	Design Noise Level (L_{eq} (h))	Description of Land Use Category
A	57 dBA (Exterior)	Tracts of land in which quiet is extraordinarily significant and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purposes. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special quiet.
B	67 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	72 dBA (Exterior)	Developed lands, properties or activities not included in Categories A and B above.
D		Undeveloped lands.
E	52 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
E'[b]	57 dBA (Interior)	Commercial operations (restaurants, grocery stores, department stores, etc.) located on nonsensitive land such as parking lots and storage areas.

[a]Data from U.S. Department of Transportation (1976b).

[b]Interior criteria for commercial operations surrounded by non-noise sensitive land was established as an additional guideline for this project.

parking lots, and storage yards are not normally considered as noise sensitive. The design levels apply only to that portion of a tract on which human activity normally occurs.

The interior design levels in Category E apply when an activity associated with a developed parcel of land occurs indoors rather than outdoors (such as a motel surrounded by parking lots) and when a facility's outdoor activity is shielded from the highway so that the outdoor activity will not be significantly impacted but the indoor activity (such as a motel with an encircled courtyard) will be impacted.

Existing Conditions

The acoustical environment of Hayden Island is dominated by aircraft noise since it lies under the flight path of the Portland International Airport. The acoustical environment south of the Oregon Slough is dominated by I-5 traffic noise.

Noise levels in the project area associated with I-5 traffic were found to decline during peak traffic periods and increase during periods following the morning and evening rush hours. Peak traffic volumes in the vicinity of the project site occur between 7:00 a.m. and 8:00 a.m. and between 3:00 p.m. and 6:00 p.m.

Traffic conditions on I-5 greatly influence the noise patterns in the area. Maximum traffic noise levels generally occur when traffic operates at Level of Service C -- when automobile and truck volumes and speeds are highest. During rush hour, traffic operates at Levels of Service E or F -- stop-and-go conditions. Because traffic volumes, most noticeably truck volumes, and speeds are lowest during this period, noise levels generated are also lower.

Aircraft traffic over the project area consists of commercial and military aircraft from Portland International Airport (PIA) and occasional light-duty aircraft from nearby airports. The majority of aircraft noise influencing the project area was determined to be caused by commercial aircraft servicing PIA. Flight schedule information indicates that aircraft arrival and departure is highest between the hours of 7:00 a.m. and 10:00 a.m.

The major noise sources, I-5 traffic and aircraft, appeared to operate at peak noise levels simultaneously between 7:00 a.m. and 10 a.m., causing it to be considered the period of "worst-hour" noise exposure at the project area.

Sound level measurements of the existing worst-hour noise environment were made at eight noise sensitive sites in the project area (see Table 21).

TABLE 21

MEASUREMENT LOCATIONS

Measurement Location	Description
1	Mobile home, Jantzen Beach Mobile Home Park, 1,100 feet west of I-5 southbound lane edge
2	Houseboat, Columbia Slough north bank, 775 feet west of bridge
3	Boatyard residence, North Portland Road, south bank of Columbia Slough, 275 feet west of bridge
4	Delta Park Circle, auto turnaround, south end of park, 400 feet east of I-5 northbound lane
5	Delta Park baseball diamond, north end of Park, 400 feet east of I-5 northbound lane
6	Hayden Island Condominium, west unit, North Tomahawk Drive, 1,150 feet east of I-5
7	Jantzen Beach Office Park, 750 feet east of I-5 on Hayden Island
8	Red Lion Inn, south bank of Columbia River, west wing, 175 feet from I-5 bridge.

A summary of the calculated existing worst-hour noise levels for Sites 1-8 is presented in Table 22. The relative levels of highway and aircraft noise influencing the environment are also shown. Monitoring sites on Hayden Island located more than 300 feet from I-5 (Sites 1, 2, 6, 7) are presently dominated by aircraft noise. The hourly L_{eq} for aircraft noise exceeds I-5 related noise by 10 to 15 dBA in most cases. At sites less than 300 feet from the freeway, both aircraft and road traffic influence the existing environment (Sites 3 and 8). During the worst-hour noise period, the acoustical environment on Hayden Island can be described as relatively "noisy" due to aircraft flyover and I-5 traffic.

TABLE 22

CALCULATED EXISTING WORST-HOUR NOISE LEVELS $(L_{eq})_h$ [a]

(Outdoor Levels)

(At Measurement Locations 1-8)

Site	Location	Existing Noise Levels		
		Highway	Aircraft	Total
1	Mobile Home	50	71	71
2	Houseboat	61	67	68
3	Boatyard Residence	67	66	69
4	East Delta Park Circle	67	60	68
5	East Delta Park Baseball Diamond	64	64	64
6	Hayden Island Condominium	56	70	70
7	Jantzen Beach Office Park	58	71	71
8	Red Lion Inn	71	72	75

[a]Hourly L_{eq} expressed in dBA.

In the Delta Park section of the project (Sites 4 and 5); noise levels are presently dominated by I-5 traffic within 500 feet of the freeway. Local noise sources, such as model aircraft and football and baseball crowds, add noise to some areas within the park. Traffic noise from Union Avenue and West Marine Drive influences the environment in the northern section of Delta Park.

Impacts

Long-Term Impact

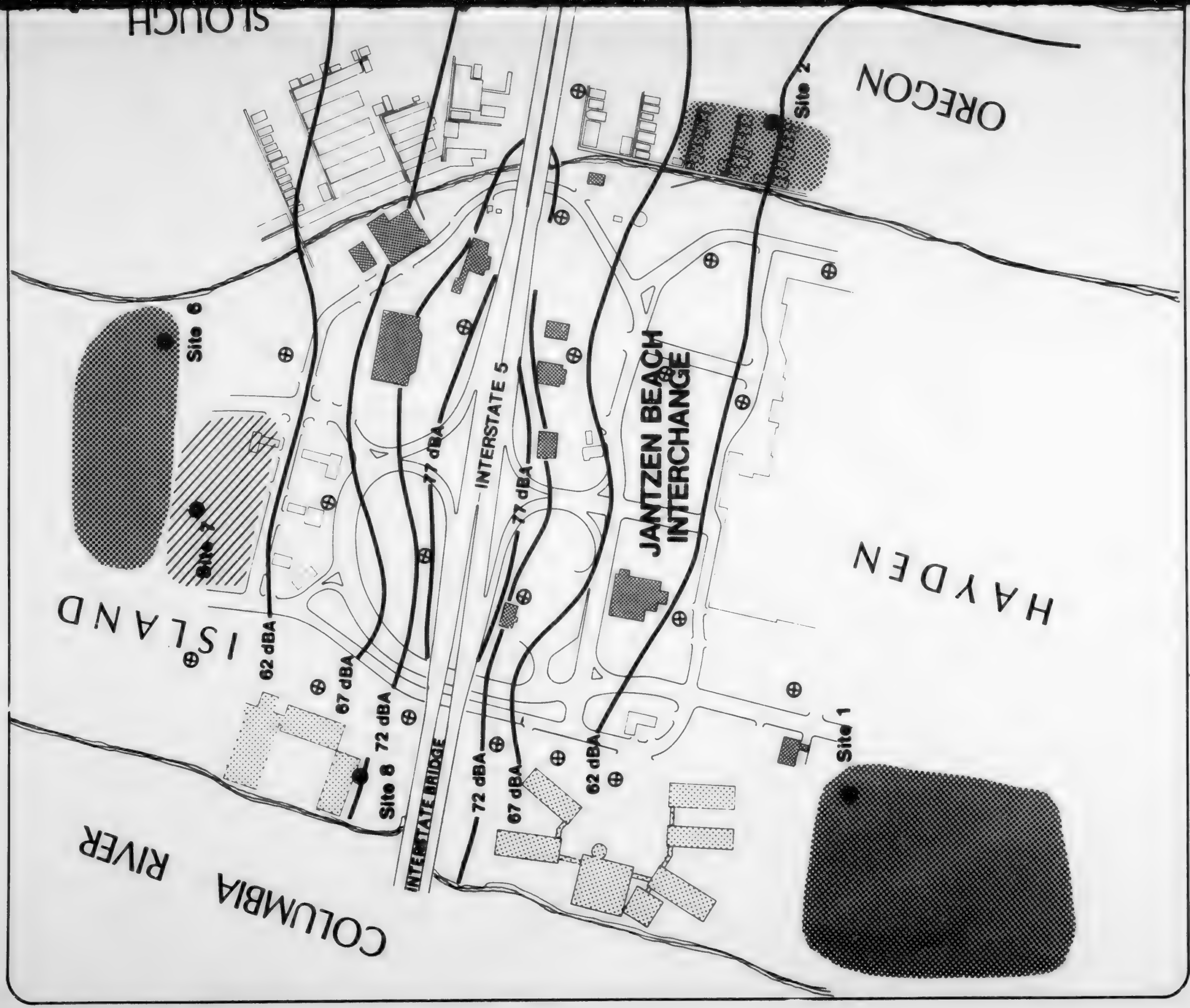
The operational impacts of the project alternatives were determined by comparing predicted traffic noise levels for the year 2000 with FHWA design criteria and existing noise (see Table 23).

No-Build Alternative: Projected traffic noise levels under the No-Build Alternative will be less than or equal to present day levels (all noise sources included) in the project area. One activity area of Delta Park -- a small picnic area in the southern end of the park close to I-5 -- will continue to experience noise levels exceeding FHWA design noise levels of L_{eq} 67 dBA. (See Figure 18.)

Selected Alternative: Traffic noise levels generated by the two Build Alternatives are projected to be equal for the year 2000 because projected freeway volumes and speeds are expected to be the same for both. Increased traffic volumes under the selected alternative will generate slightly higher noise levels than the No-Build Alternative. However, this slight increase in noise levels will be reduced 1 dBA by the standard concrete shoulder barrier included as a safety feature for this project. Hence, the acoustic environment of the project area will be no worse, and may even improve over No-Build conditions with the Build Alternative. (See Figure 19.)

Two areas will experience noise levels exceeding Federal design noise levels. The small picnic area in Delta Park (mentioned under No-Build impacts) will continue to be exposed to noise levels equal to the existing noise levels. The boatyard residence (Site 3) will also experience noise levels exceeding Federal design noise levels.

Noise levels at the boatyard residence are influenced by aircraft, I-5 traffic, and local street traffic (Union Avenue/West Marine Drive). Those three noise sources have comparatively equal influence on the worst-hour noise levels; consequently, reduction of traffic noise will have little or no effect on the final noise level at the residence.


SAUCH
OREGON
Site 2
Site 6
INTERSTATE 5
77 dBA
77 dBA
JANTZEN BEACH INTERCHANGE
HAYDEN
ISLAND
62 dBA
67 dBA
72 dBA
Site 8
INTERSTATE BRIDGE
72 dBA
67 dBA
62 dBA
Site 1
COLUMBIA RIVER

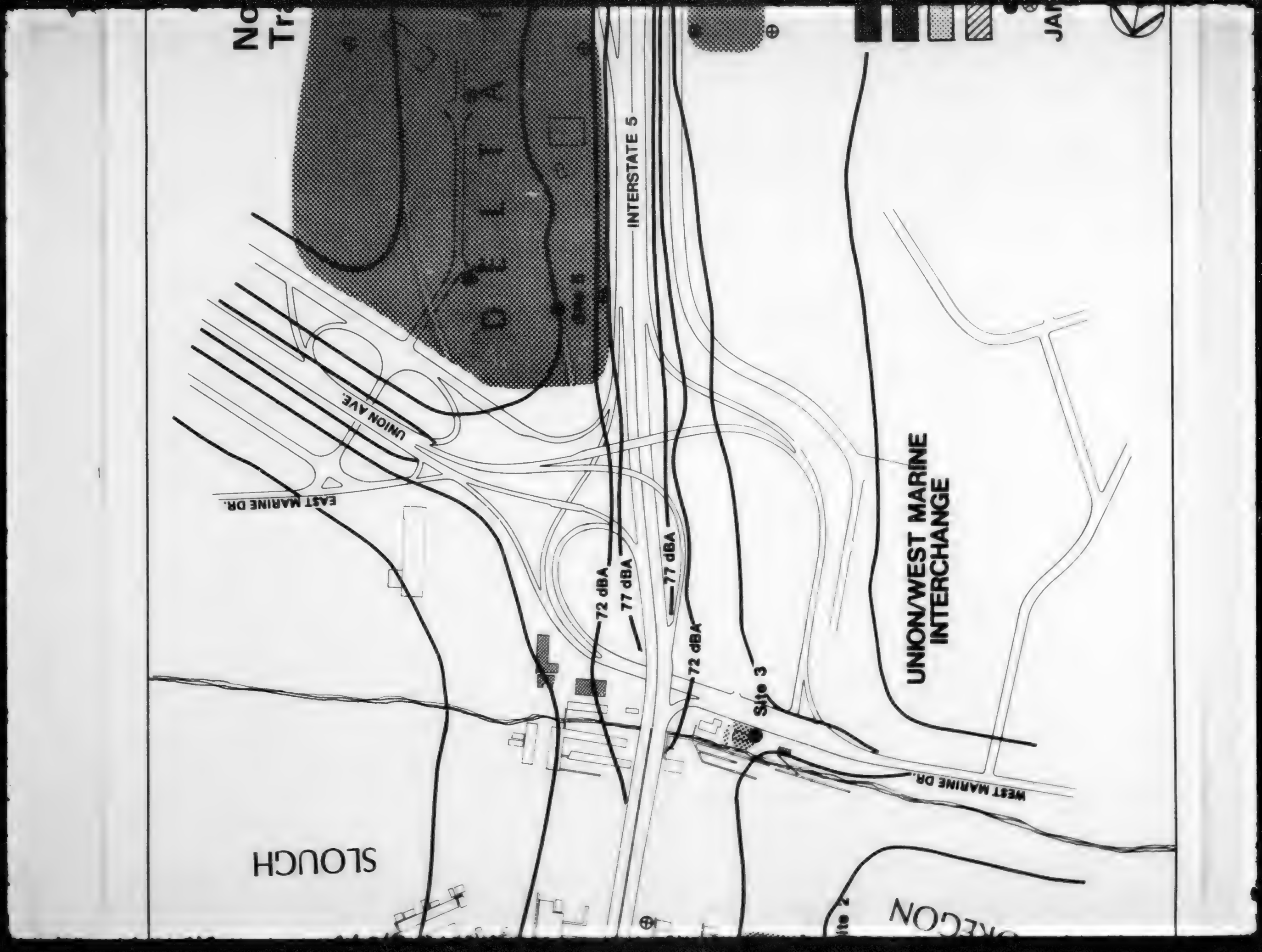
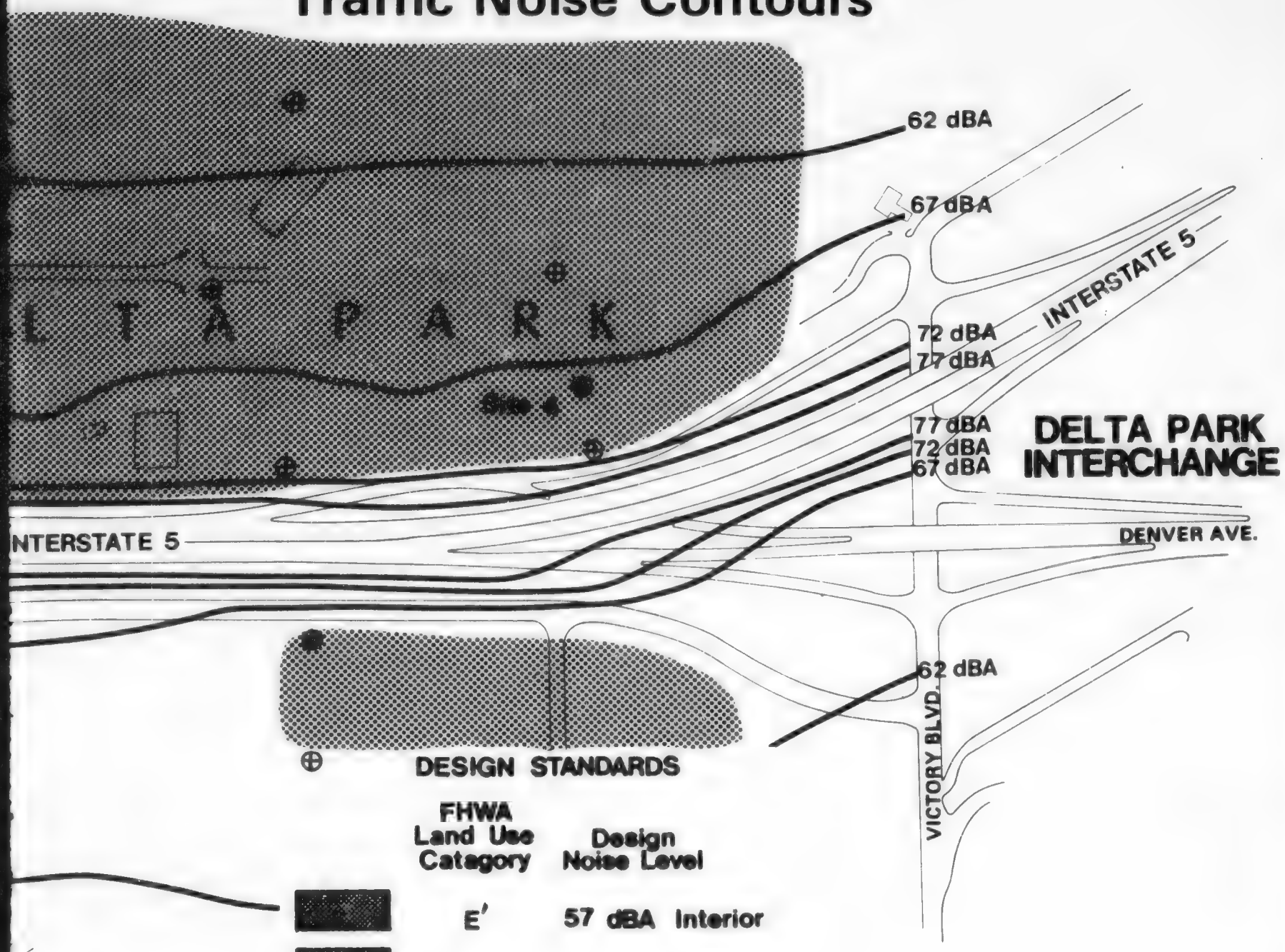
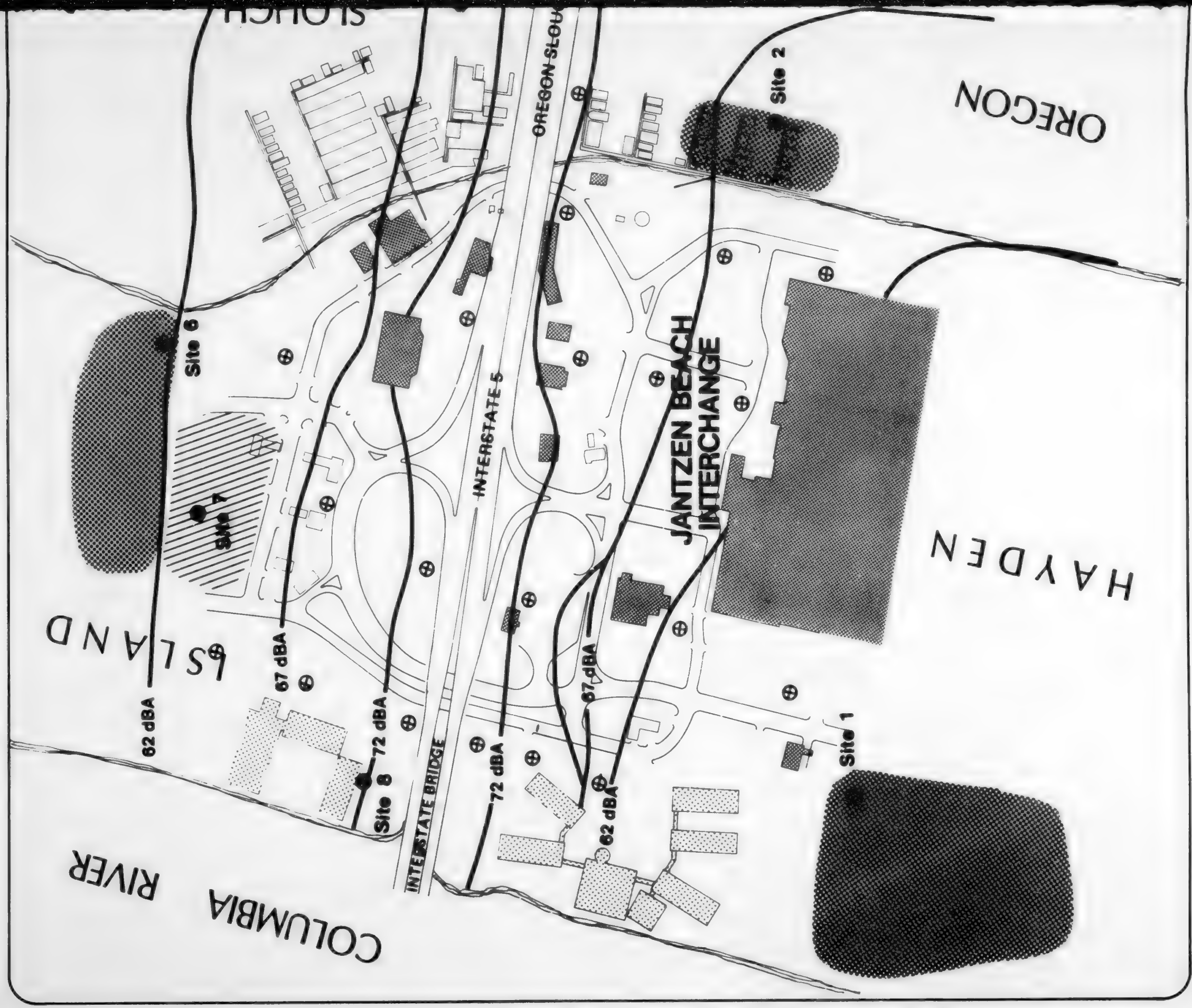

INTERSTATE 5
UNION AVE.
EAST MARINE DR.
WEST MARINE DR.
72 dBA
77 dBA
77 dBA
72 dBA
Site 3
UNION/WEST MARINE
INTERCHANGE
SLOUGH

FIGURE 18

No-Build Alternative
Traffic Noise Contours



JANTZEN BEACH — DELTA PARK INTERCHANGE


Site 2
OREGON
Site 6
INTERSTATE 5
JANTZEN BEACH INTERCHANGE
HAYDEN
ISLAND
67 dBA
62 dBA
72 dBA
67 dBA
72 dBA
62 dBA
Site 8
INTERSTATE BRIDGE
Site 1
COLUMBIA RIVER

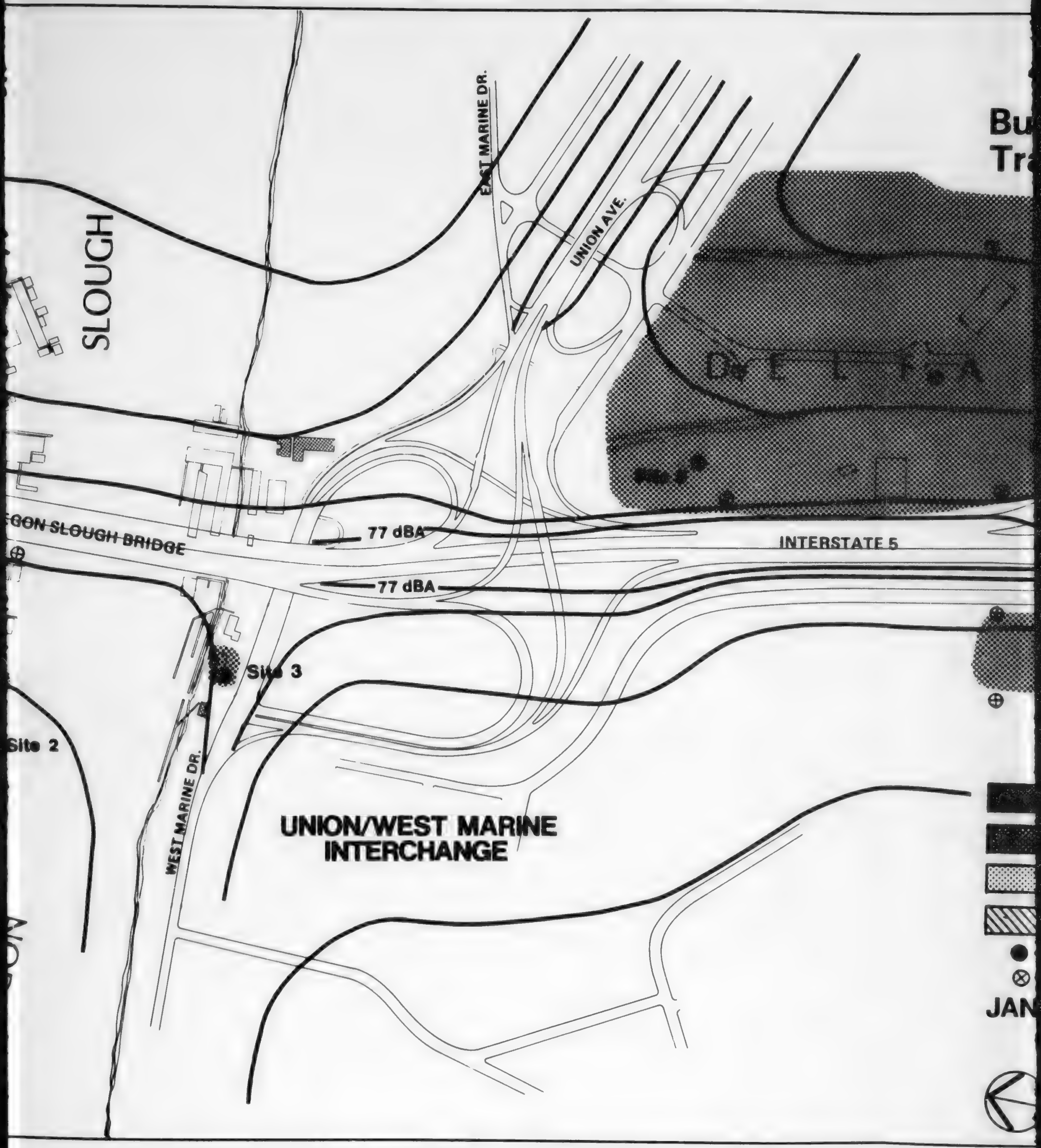
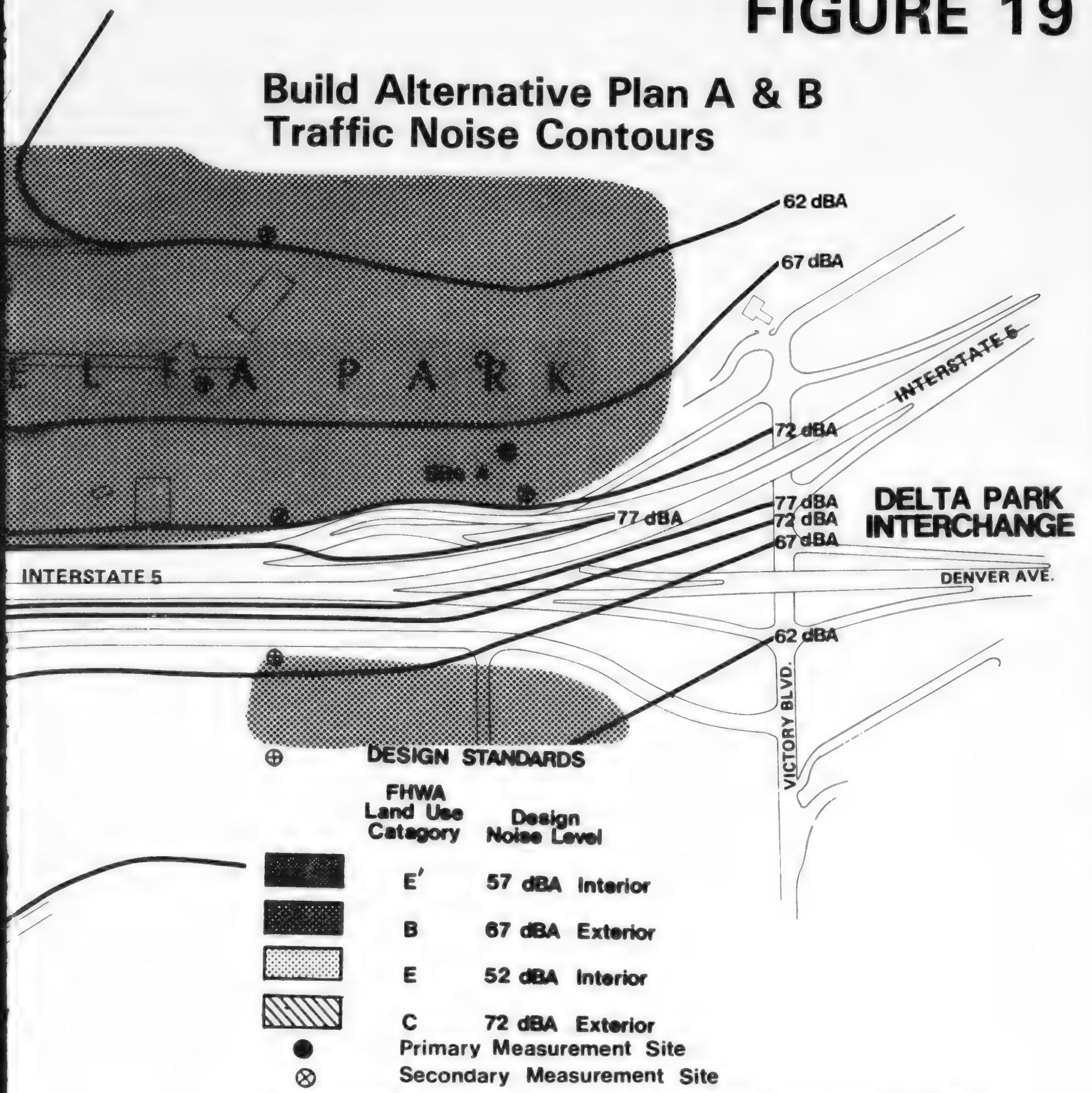

SLOUGH
EAST MARINE DR.
UNION AVE.
77 dBA
INTERSTATE 5
77 dBA
Site 3
Site 2
WEST MARINE DR.
UNION/WEST MARINE
INTERCHANGE

FIGURE 19

Build Alternative Plan A & B
Traffic Noise Contours



JANTZEN BEACH — DELTA PARK INTERCHANGE

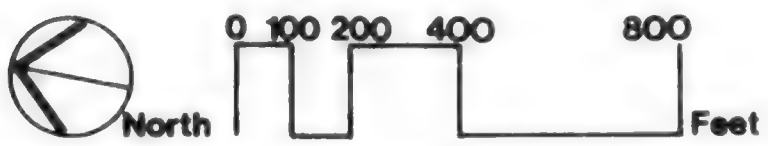


TABLE 23

IMPACT COMPARISONS -- HOURLY L_{eq} NOISE LEVELS (dBA)[a]

	Existing Noise Levels			Future Traffic Noise Levels		
			FHPM		Build Alternatives	
	With Aircraft	Without Aircraft	Design Level	No-Build	Plan A	Plan B
Mobile Home[a] (Site 1)	71	50	67	51	52	52
Thunderbird Inn (East Wing)	53	47	52	47	48	48
PUC Office	51	50	57[c]	50	51	51
Denny's Restaurant	49	47	57[c]	48	50	50
Engine House Pizza	49	47	57[c]	48	50	50
McDonald's	49	46	57[c]	47	49	49
Liquor Store	49	47	57[c]	48	50	50
Red Lion Inn West Wing (Site 8)	55	51	52	51	52	52
Safeway	49	47	57[c]	47	48	48
Waddles Restaurant	52	51	57[c]	51	52	52
Jantzen Beach[b] Office Complex (Site 7)	72	58	72	59	60	60

[a]Levels shown are indoor levels unless otherwise noted. Also, levels shown for the Build Alternative do not reflect the reduction due to the concrete shoulder barrier.

[b]Outdoor levels.

[c]Criteria for commercial operations surrounded by non-noise sensitive land.

TABLE 23

IMPACT COMPARISONS -- HOURLY L_{eq} NOISE LEVELS (dBA)[a]

(Continued)

	Existing Noise Levels			Future Traffic Noise Levels		
					Build Alternatives	
	With Aircraft	Without Aircraft	FHPM Design Level	No-Build	Plan A	Plan B
Hayden Island Condo[a] West Unit (Site 6)	71	56	67	57	58	58
Northwest Instrument (Business)	47	43	57[c]	43	44	44
Houseboat[b] (Site 2)	68	62	67	62	63	63
Boatyard Residence[b] (Site 3)	71	67 69[d]	67	67	68	68
Delta Park[b] Baseball Diamond (Site 5)	68	66	67	68	68	68
Forester's Office	46	45	57[c]	45	45	45
Delta Park Circle[b] (Site 4)	68	67	67	67	68	68

[a]Levels shown are indoor levels unless otherwise noted. Also, levels shown for the Build Alternative do not reflect the reduction due to the concrete shoulder barrier.

[b]Outdoor levels.

[c]Criteria for commercial operations surrounded by non-noise sensitive land.

[d]Includes noise from Marine Drive (Swift Highway).

Temporary Construction Impacts

While progress is being made in the field of construction noise evaluation, criteria for evaluating construction noise impacts have not yet been developed. The entire project area will be affected by construction noise, however the increase in noise level will be short lived and transient in nature.

Most commercial buildings in the area are air-conditioned and operate with doors and windows closed all year. Inasmuch as existing surface traffic and aircraft noise levels around the construction area are already high and not expected to decline, it is probable that residential doors and windows will remain closed. This condition would help to reduce the magnitude of impacts identified in Table 24.

TABLE 24

CONSTRUCTION NOISE IMPACT
(Outdoor Noise Levels)

Sensitive Site	Existing Level[a] $(L_{eq})(h)$ (dBA)	Predicted Const.[b] $(L_{eq})(h)$ (dBA)	Increase	Const. Period (Months)
Waddles	77	85	8	24
Safeway	74	80	6	24
Northwest Inst.	72	76	4	24
Houseboats (near)	69	76	7	36
Houseboats (far)	64	75	11	36
Boatyard Residence	70	79	9	36
Houseboat Exchange	73	83	10	36
Liquor Store	74	83	9	36
McDonald's	74	82	8	6
Denny's	74	80	6	6
Engine House Pizza	74	83	9	6
Delta Park Circle	68	82	14	8
Forester's Office	71	79	8	8

[a]Worst-hour noise levels extrapolated from measurements.

[b]Construction operations are intermittent throughout the day and would not necessarily operate continuously for long periods.

Mitigation Measures

Long-Term

Mitigation was investigated for two areas: a strip of land in Delta Park along the highway, including grassy areas and a baseball diamond; and a boatyard residence on the Oregon Slough (Site 3).

An analysis of predicted noise levels for trucks and autos at these sites shows that further reduction of the noise contribution for auto traffic would provide the one to three dBA of relief needed to meet the FHWA design noise level of L_{eq} 67 dBA.

Four-foot high noise barriers in the locations shown in Figures 20 and 21 (in the vicinity of Delta Park, and the Oregon Slough) were investigated as a means of providing noise mitigation. The most feasible barrier design would be a modified concrete shoulder barrier located in the normal position.

The noise barrier in the vicinity of Delta Park (Figure 20) will not be recommended for the following reasons:

-- A standard concrete barrier would provide nearly the same attenuation from automobiles, while not adding to the project cost. This is proposed as part of the project.

-- The cost of $115,000 for the three-segment barrier is considered to be excessive for the small amount of additional attenuation provided.

-- Park attendance is normally very low (40 to 50 visitors on summer weekdays; 75 to 80 on summer weekends)[1] at Delta Park, however the heaviest usage is on the weekends when traffic volumes on I-5 is the lightest (75-80% of AWD). Noise levels from I-5 would be reduced a slight amount on weekends.

-- The only day-use facilities in Delta Park that are above the design noise levels include a baseball diamond, model airplane flying range and a few picnic tables on the south end of the park. The levels under the Build Alternative are the same as No-Build.

-- The storage of park maintenance equipment and supplies is the primary use of the land adjacent to I-5. This is not a noise sensitive use area.

-- The noise barriers would not offer any reduction to Union Avenue noise levels. Park access would prevent the construction of any form of noise mitigation on Union Avenue.

[1]Park attendance information from telephone conversation with Delta Park foreman, December 4, 1979.

POTENTIAL NOISE BARRIERS INVESTIGATED
(NOT PROPOSED)

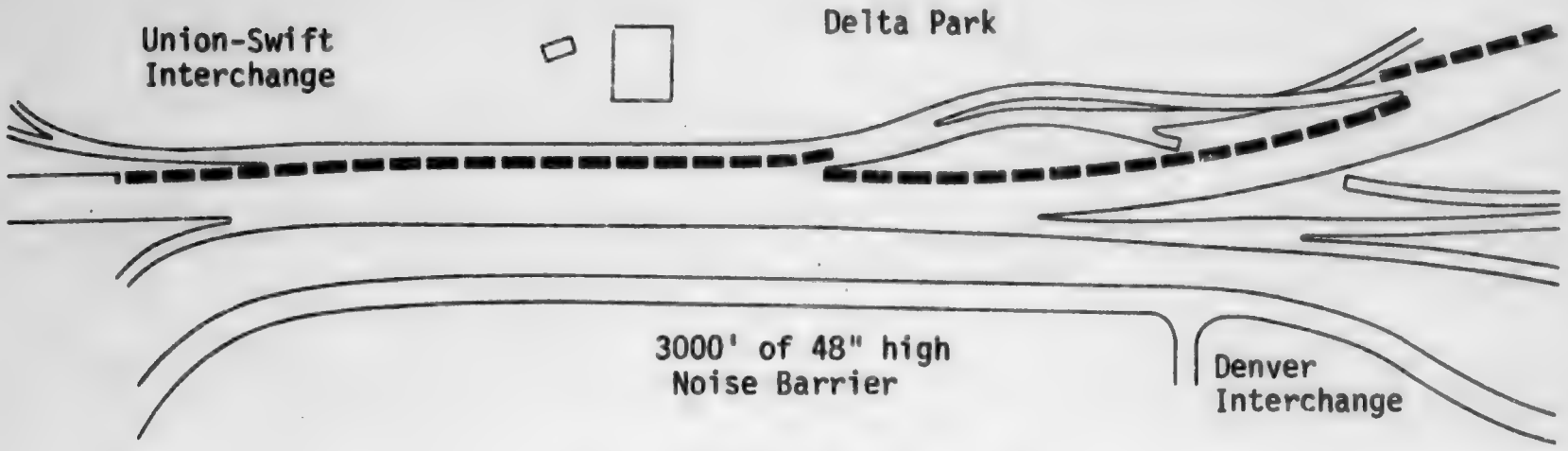


FIGURE 20
DELTA PARK NOISE BARRIERS

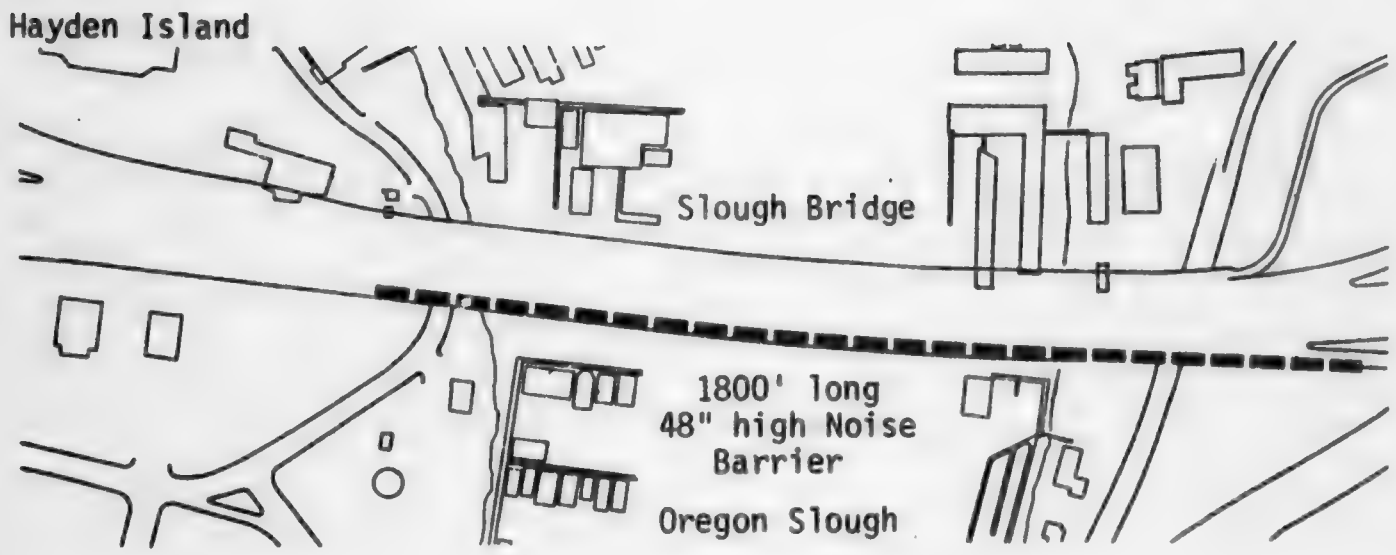


FIGURE 21
OREGON SLOUGH BRIDGE NOISE BARRIERS

-- A scenic panoramic view of Delta Park is presently provided to travelers along the right lanes of I-5. A four-foot high barrier would eliminate the view from these travelers.

The noise barrier considered for the Oregon Slough bridge (Figure 21) will not be recommended for the following reasons:

-- The barrier would not be effective because noise from West Marine Drive dominates the acoustic environment along that section of the Oregon Slough more than the noise from I-5.

-- The added height of the barrier on the west side of the bridge would detract from the appearance of the structure, and it would not have a uniform appearance on the two sides.

-- The traveler is presently rewarded with a panoramic view of the Oregon Slough to the west when traveling southbound. If the barrier were constructed this view would be eliminated.

In both areas where future noise levels are predicted to exceed Federal design noise levels, the standard concrete shoulder barrier will be proposed as a means of partial mitigation. An exception to the achievement of Federal design noise levels is requested.

Temporary Construction

Construction noise levels generated by the Build Alternative will be mitigated by time and activity restraints consistent with the City of Portland Noise Ordinance 18.10.070.

3.7 GEOLOGY AND SOILS

Existing Conditions

The Jantzen Beach Interchange project lies within a floodplain area of the Columbia River that has been mapped as Recent alluvium below an elevation of about 50 feet. In general, this material consists of interbedded sand and silt with gravelly channel and bar deposits adjacent to and within the Columbia River bed. Underlying the Recent alluvium is a late Pleistocene lacustrine unit consisting of sand and gravel in the project area. According to the Unified Soils Classification System, these materials are classified as silt to sandy silt (ML) and silty fine sand (SM). Up to 100 feet of unconsolidated sand, silt, and clay overlie the dense gravels.

In general, these soils exhibit moderate to very severe limitations to agricultural use. Most of the land in the vicinity of the project has been disturbed by commercial development or by open space and/or recreational uses. However, a small portion of this land lies vacant and does not appear to have been highly disturbed.

Impacts

Long-Term Impacts

Neither the No-Build Alternative nor the Build Alternatives will have long-term impacts on geologic or soil conditions in the project area.

Temporary Construction Impacts

The Selected Alternative will affect the stability of soil conditions in the project area relative to settlement and erosion and sedimentation rates during the construction phases of the proposed project. However, these impacts will be relatively minor if foundation support schemes and erosion and sedimentation control measures are implemented. Long-term impacts are not foreseen.

Construction activities will lead potentially to high rates of erosion. The natural soils in the project area are silty and essentially fine-grained with low cohesion and generally unconsolidated characteristics. However, the flatness of the terrain will tend to lessen the severity of the erosional forces.

Demolition of existing piers during construction of the new overcrossing would temporarily increase the sedimentation load in the Slough. The sediment, consisting of fine sand, should be redeposited within several tens of feet of the project construction area in shallow water so it can be readily transported away as flow velocities increase.

The sediments in Oregon Slough might present hazards of settlement and undermining for the Slough Bridge structure if suitable foundation support schemes are not developed. While the up to 100 feet of unconsolidated recent floodplain sediments become generally more dense with increasing depth, they are relatively weak and compressible and the fine-grained soils in the Slough are subject to scour during flood flows.

Selected Alternative B could potentially impact overall rates of erosion and sedimentation more seveerly than Plan A, since greater modifications of the Union/West Marine Interchange will be required and a larger surface area could be exposed to these leveling forces. However, the absolute and relative magnitudes of difference between the two Build Alternatives would be minor and could be controlled by recommended mitigation measures.

MITIGATION MEASURES

Erosion and sediment control measures will be implemented for the Selected Alternative to protect the exposed and disturbed soils from the natural forces of erosion and to minimize the subsequent effects of sedimentation in nearby ditches and water sources. The roadway and the various interchange and ramp structures will require the placement of embankment fills which will be subject to erosional forces both during and after construction. However, presently the borrow source and, hence, the soil type to be used in embankment construction is unknown. A detailed soil investigation will be performed and the project will be designed accordingly.

Depending on the soil types exposed, some degree of erosion control will need to be applied during the period of construction. A measure of erosion control might be effected by: the placement of any highly erodible fine-grained soils as a central core with coarse granular borrow placed as a mantle on the side slopes and crest, and placement of straw or hay as protective mulch on newly seeded areas as well as bare soil areas that have not been seeded.

Once earthwork has been final-graded, the most economical control of the erosion of embankment side slopes and exposed imported and/or natural soil would consist of the application of hydro-mulching or the use of straw or hay. Wood fiber mulch is specifically designated for use as a hydraulically applied erosion control mulch that can be applied immediately after final grading is completed; seeding can be delayed until the most appropriate time. All erodible areas will be landscaped sufficiently to prevent erosion after construction.

Positive sediment control measures may be needed to prevent sediment from entering the Slough and other watercourses such as nearby open ditches, partly depending on the types of material used in embankment/roadway fills. Sedimentation control measures may include the use of sandbags and/or straw bales.

Because of the surrounding flat-lying ground, natural vegetation will serve as a first line of defense in sediment control. No extraordinary control measures other than good workmanship and standard procedures will be needed to effect sedimentation control during demolition of existing piers during construction. These measures, and the foregoing erosion control measures, should be effective in controlling erosion and sedimentation to within tolerable limits both during and after construction.

With respect to the weak and compressible nature of the subsoils, foundation piling could be used to support heavy pier and abundant loads of access ramps and the overcrossing structure. Depending upon magnitudes of design loads and the hazard of scour, either friction or end bearing piles might be used. The end bearing piles would be driven to near-refusal into the underlying late Pleistocene sands and gravels.

3.8 HYDROLOGY AND WATER QUALITY

Existing Conditions

Drainage characteristics in the project area include slow movement and localized ponding during rains due to low relief and proximity of the water table to the land surface. The water table is nearly horizontal and is controlled by the level of the Columbia River from which most recharge occurs. Adjacent areas encompassing I-5 divide two internally drained basins. Networks of small canals collect runoff that is pumped into the Columbia Slough.

The present highway is built on fill, and is located above the 100-year and standard project floods.[1] Flood stage heights are estimated to be 26.4 feet above mean sea level during the 100-year flood, and 30.5 feet during the standard project flood. Mean discharge of the Columbia River at Vancouver, regulated by upstream dams, was 200,000 cubic feet per second between 1963 and 1970. Average velocities of the Oregon Slough are between two and three feet per second, with midstream velocities of 5.5 to 6 feet per second during major floods.

USDI reports water report available. The Columbia River water quality is excellent due to the large volumes of discharge which provide dilution and mixing of pollutants. The only major water quality problem is nitrogen supersaturation during spilling of upstream dams.

The Columbia Slough water quality is somewhat degraded by sewage from treatment plants and septic systems. This is evidenced by summar algae blooms and increasing bacterial counts as one moves downstream.

Impacts

Long-Term Impacts

No-Build Alternative: The No-Build Alternative would not have any significant effect on stormwater runoff patterns, groundwater resources, flood flow storage or drainage capacities, or debris dam formation. The risk of serious water contamination from spills of hazardous or toxic materials would likely increase under the No-Build Alternative because increased traffic congestion and road hazards lead to increased chances of carrier accidents. Surface water contamination from stormwater discharge would not be expected to increase significantly under this alternative.

---

[1]The standard project flood represents the reasonable upper limit of flooding. It is defined as the flood that can be expected to result from the most severe combination of meteorological and hydrological conditions reasonably characteristic of the drainage area.

Selected Alternatives: The Selected Alternative will not likely affect stormwater discharge, groundwater resources, flood flow storage, or drainage capacities. The risk of debris forming into dams, although difficult to predict, would not be likely to increase by construction of the proposed Slough Bridge structure.

The Build Alternative will reduce the risk of water quality contamination in the Oregon Slough from accidental spills of toxic or hazardous materials due to decreases in traffic congestion and road hazards. Surface water quality will not be significantly degraded below present storm levels by stormwater runoff.

Temporary Construction Impacts

Removal of vegetation and other soil surface protection during construction may result in increased erosion from more steeply sloping filled areas of the highway, possibly resulting in increased turbidities of surface waters. Construction of the Oregon Slough Bridge foundation would disturb bottom sediments of and generate turbidity plumes in the Slough. However, the extent and duration of turbidity will be limited because the coarse texture of the sediments would cause rapid settlement.

Contamination of surface water may occur during construction due to spill of petroleum products or disposal of construction materials.

Mitigation Measures

Sediment production from construction activities will be minimized by:

-- Phasing activities with mulching and replanting
-- Retaining runoff and sedidment in traps or ponds.

Turbidity from bridge construction will be minimized by:

-- Limiting in-water construction to periods of low flows and velocities
-- Keeping the duration of disturbance as short as possible.

3.9 BIOTA

Existing Conditions

The native vegetation of the proposed project area has been extensively modified by human activities.

The existing vegetation can be classified into four types, depending on its structure and use as wildlife habitat, including tree/shrub areas; grassy areas; open water; sand bars and shoreline.

Thirty-one species of mammals are potential inhabitants of the area. The most commonly found species include rabbits, ground squirrels, deer mice, shrews, voles, muskrats, racoons, and opossums.

About 175 species of birds may be expected in the project area at various seasons throughout the year, with about 120 species wintering nearby. Common breeding birds may include several species of swallow, warbler, woodpecker, thrush, sparrow, chickadee, owl, hawk, and many species of waterfowl and shorebirds.

Waterfowl habitat is considered to be only fair along the Columbia Slough and in West Delta Park due to fluctuating water levels. During the last three years (1976 to 1978), approximately 1,000 to 2,000 waterfowl have wintered in the vicinity of the project. Species represented include mallards, widgeon, green-winged teals, scaups, ruddy ducks, and coots.

Fifteen species of reptiles and amphibians are potential inhabitants of the area.

Two threatened plant species -- The Columbia River willows (Salix fluviatilis) and wapato (Sagittaria latifolia) -- have been found in the vicinity of the project area; neither is found in areas to be affected by the proposed project. No endangered animal species are known to inhabit the project area. There are no biologically unique areas or wetlands in the area of the proposed project.

Forty-eight species of fish are believed to inhabit the waters near the project area. Economically, the most important species are anadromous. Relatively few migratory species use the Oregon Slough; rather, they follow the channel of the Columbia River. Warm water species may occur in the ponds of West Delta Park.

Impacts

Long-Term Impacts

No-Build Alternative: No wetlands would be affected by this alternative. No threatened or endangered species of plants or animals would be adversely

affected under the No-Build Alternative. Adverse effects of the present highway, such as noise, dust, and air pollution, on adjacent wildlife habitat would continue.

Selected Alternative: The Selected Build Alternative will not affect wetlands or any threatened or endangered species. Adverse effects on adjacent wildlife habitat generated by highway noise, dust, and air pollution will be the same as those generated under the No-Build Alternative.

A small portion of a low-grade and heavily polluted pond located within the I-5 right-of-way will be filled under the Build Alternative, resulting in a permanent decrease in its size.

Temporary Construction Impacts

There would be no appreciable difference between the Build Alternatives A and B relative to their impacts on biota. Filling and grading activities during construction will destroy a limited amount of existing vegetation in the right-of-way. This impact will not be significant, however, as the communities have limited value as wildlife habitat due to the proximity to the highway. A few planted trees will be removed adjacent to Delta Park under both Build Alternatives, resulting in a slight decrease in bird habitat.

Mitigation Measures

No threatened or endangered species of plants or animals will be affected by these planned improvements.

The effects of destroying limited habitat will be minimized by replanting the right-of-way with the same balance of trees and shrubs now located along the right-of-way.

Wetlands Finding

No wetlands are located within the project area and no wetlands located outside this area would be impacted by the proposed project.

3.10 PUBLIC SERVICES

In the context of this report, public services include public utilities and public safety. Public utilities include power, light, gas, telephone, water and sewer lines. Public safety includes police and fire protection.

Impacts

Long-Term Impacts

No-Build Alternative: This alternative would neither impact the utility systems and their provision of service, nor affect the physical facilities of the levels of service provided by police and fire departments in whose jurisdiction the project is located.

Selected Alternative: The Selected Alternative will not impact utility systems or police and fire station facilities over the long-term. Impacts on the ease of negotiating emergency vehicles through the area over the long-term are discussed in the Emergency Vehicle Access subsection of the Traffic and Transportation element of this report.

Temporary Construction Impacts

Utilities: The Build Alternative will require the relocation of utility lines during the reconstruction of the Slough Bridge. Analysis of dislocation and relocation of these facilities cannot be provided because final engineering designs have not been developed and construction techniques have not been specified.

However, all utility service--including electricity, natural gas, telephone, water, and sewer--will remain operational during construction, except for temporary disconnections during relocation.

The Selected Alternative will require the temporary relocation of telephone cables and natural gas lines to the temporary bridge structure during construction. The public utility companies providing telephone and natural gas service in the area would be responsible for these relocations. No major reconstruction efforts will be involved in returning the telephone cables and gas lines to the bridge. ODOT will provide plans and location information available for all utilities for early review. This early coordination with the utility companies will make possible a timely relocation of facilities with a minimum of disturbance.

Safety: The Selected Alternatives will not affect police or fire station facilities, since they lie outside of the area physically impacted by construction. Impacts on the ease of negotiating emergency vehicles through the area during construction are discussed in the Emergency Vehicle Access subsection of the Traffic and Transportation element of this report.

Mitigation Measures

Early coordination with utility companies will permit a proper relocation of facilities with minimum impact and permit for the incorporation of required design features into the structure to accommodate utility lines.

3.11 RIGHT-OF-WAY

Impacts

No-Build Alternative

This alternative would not require any right-of-way (ROW) acquisition. State highway lands currently used for highway purposes within the project area would be adequate for projected system modifications.

Build Alternatives

Businesses: Seven businesses are located within the project ROW for Build Alternative A; eight are located in the ROW for Build Alternative B Modified (see Figures 22, 23, 24, 25), five of which are common to both Build Alternatives. The two businesses exclusive to Alternative B--a large automotive and equipment firm and a sailboat sales and service company--are located near the southeast corner of the Slough Bridge.

Two additional businesses located outside the project ROW are situated within temporary easements. Business properties located within the project ROW and temporary easements are listed in Table 25.

It is possible that one to four businesses may have to be relocated because of the proposed project. Alternative B Modified will require greater partial acquisitions and consequent relocation of building structures than Alternative A; (less than Alternative B); however, differences between the three plans would be marginal.

The effect of the ROW acquisition and the impacts to the businesses involved will depend upon negotiations between ODOT, the landowners, and/or tenants affected.

Residences

No dislocation or relocation of residences will be required by the Selected Alternative, as none exist within or near the state ROW line.

Delta Park

Land required for the expansion of the Delta Park interchange and the widening of I-5 in the area of the park will be on existing ODOT right-of-way. No additional land will be acquired from Delta Park and no recreational use land will be used in the project. (See Figures 2, 4, 5, 6 for park boundaries.) Also, no construction activities will require the use of parkland and the noise increases in the park are predicted to be 1 dBA, an indiscernible increase over the existing levels. Therefore, no activities associated with the project or the project itself will require the use of parkland by acquisition or effect.

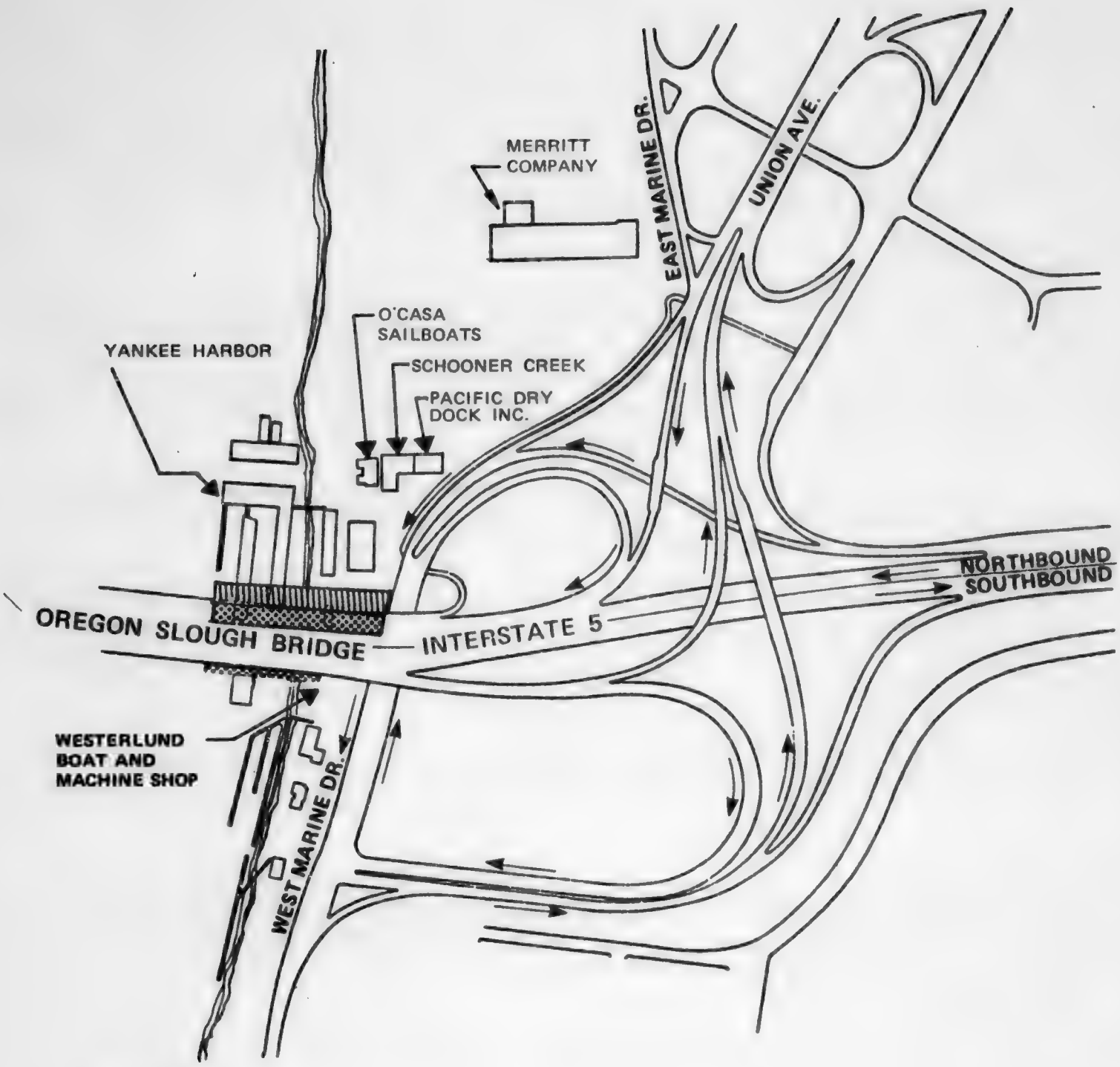


FIGURE 22
RIGHT-OF-WAY ACQUISITION
ALTERNATIVE A (SOUTHERN SECTION)

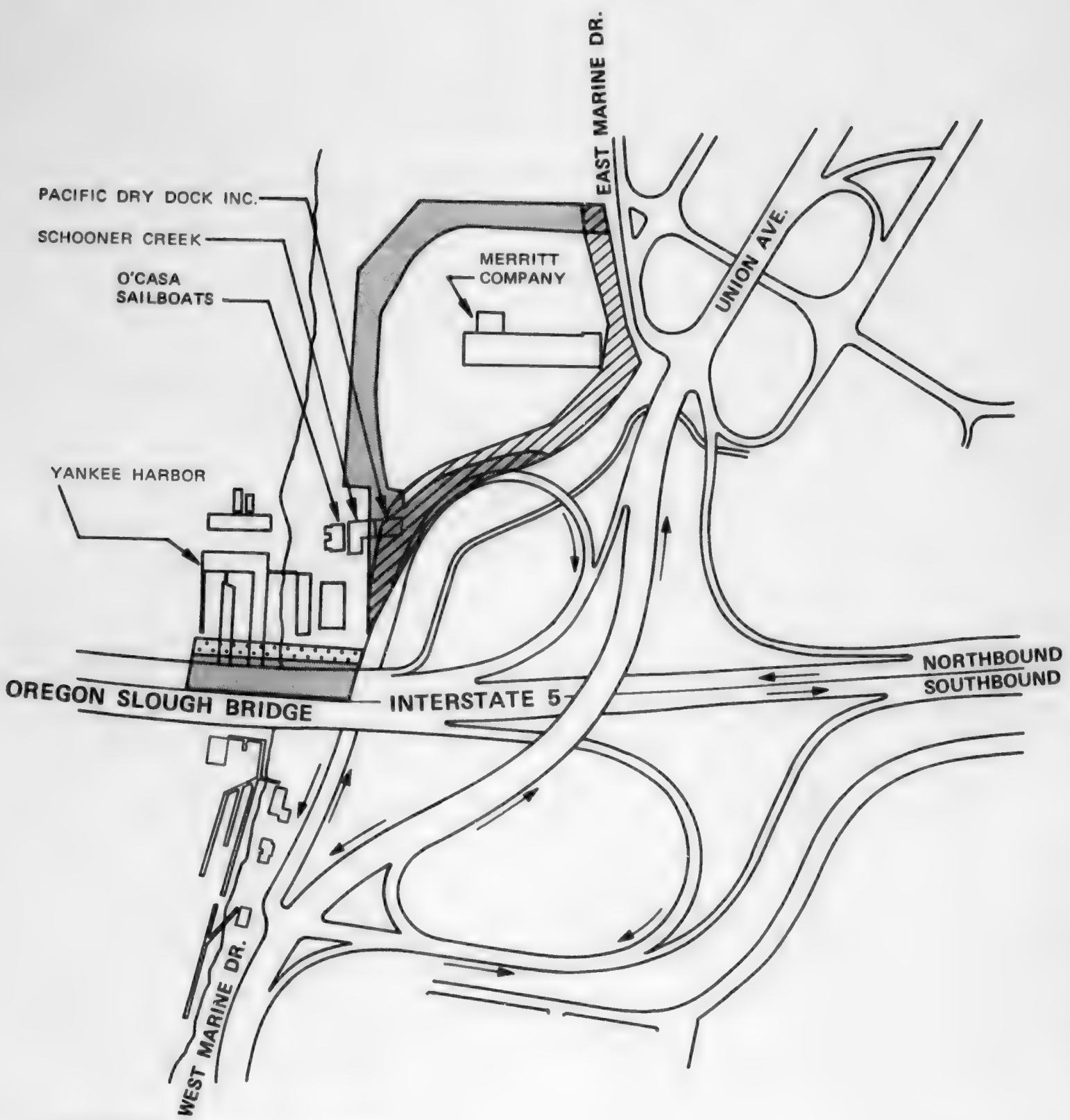


FIGURE 23
RIGHT-OF-WAY ACQUISITION
ALTERNATIVE B (SOUTHERN SECTION)

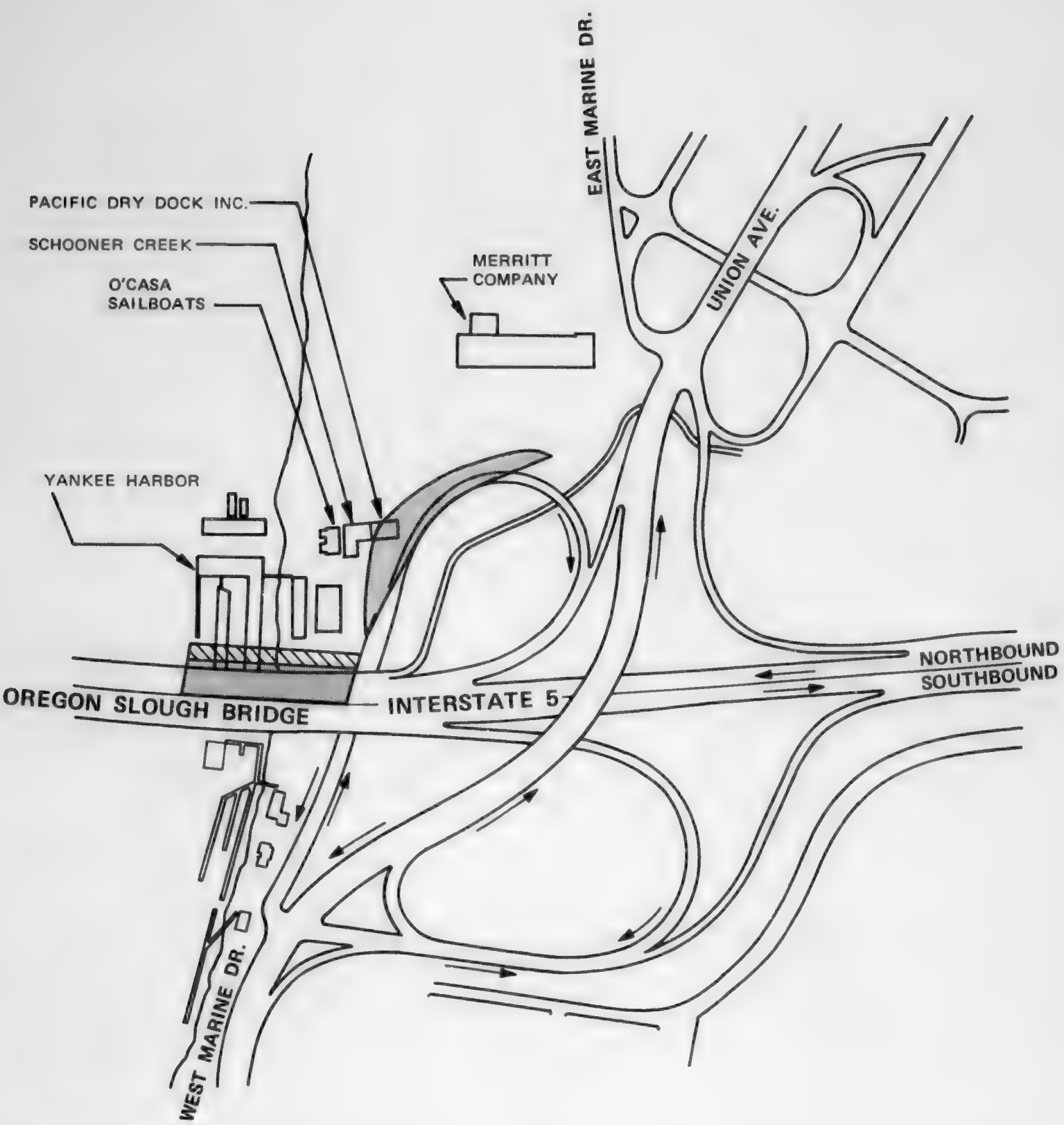


FIGURE 24
RIGHT-OF-WAY ACQUISITION
ALTERNATIVE B "MODIFIED" (SOUTHERN SECTION)

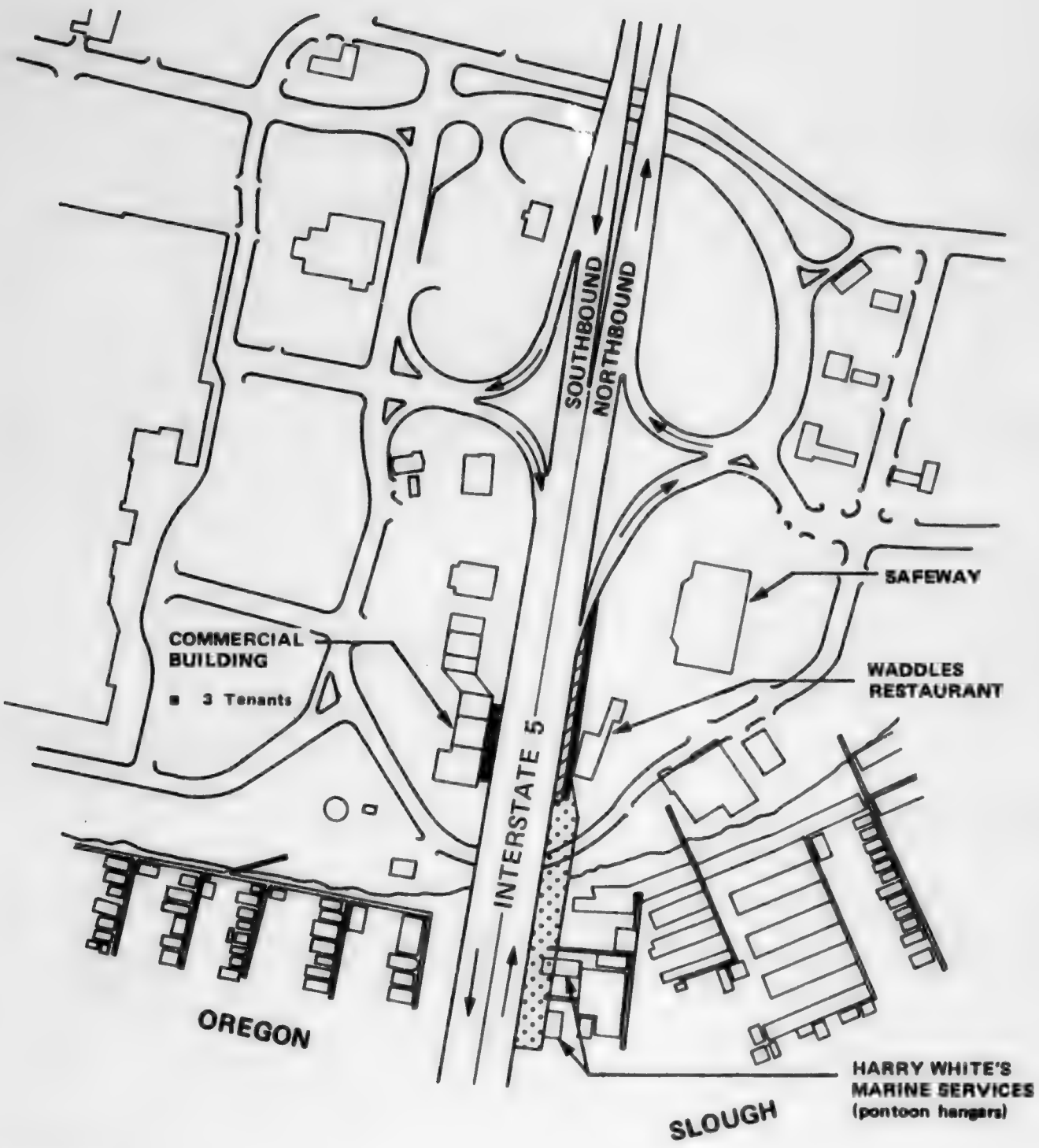


FIGURE 25
RIGHT-OF-WAY ACQUISITION
ALTERNATIVE A AND B "MODIFIED" - NORTHERN SECTION (SAME)

TABLE 25

BUSINESS PROPERTIES LOCATED WITHIN PROJECT RIGHT-OF-WAY
AND TEMPORARY EASEMENTS

Business Affected	Nature of Effect	Minority Operated
Pacific Dry Dock Inc. (Oregon Slough-So. Shore)	Land and portion of building Probable business displacement	No
Schooner Creek (Oregon Slough-So. Shore)	Possibly small portion of bldg. Business displacement unlikely	No
Yankee Harbour (Oregon Slough-So. Shore)	Possible displacement of boat moorings. Boat elevator acquisition. Replacement moorings are available adjacent to business.	No
Northwest Custom Boats	Land acquisition--loss of several parking spaces.	Not determined at this time.
Merritt Automotice and Welding Service, and Merritt Equipment Co. (No. Union Avenue) (a)	Land acquisition--storage areas only.	No
Harry White's Marine Services (Oregon Slough-No. Side)	Temporary boat moorage displacement	No
Waddles Restaurant (Hayden Island--East)	Two parkings spaces--possible modification of traffic circulation	No
Safeway Store (Hayden Island-East)	Parking Spaces--land acquisition	No
Commercial Building (Hayden Island-West) (b)	Land acquisition--<u>rear of building</u>	
Liquor Store	None apparent	No
M.T. Bottle & Deli	Eliminate Delivery Entrance, Possible displacement	No
Quick Tan Travel Agency	Possibly Eliminate Delivery Entrance No apparent displacement.	No

[a]For purposes of this analysis, the two Merritt companies are treated as one business, since both fall under common ownership.

[b]The portion of the commercial building affected includes three separate businesses and will be treated as such in this analysis.

Relocation and Compensation

The potentially adverse impacts of the Selected Alternative will be mitigated by application of the following measures:

-- ODOT monetary compensation for permanent loss of land, or structure

-- Monetary compensation for temporary loss of land use due to temporary easements

-- Application of state and federal relocation benefits.

Under the Federal Uniform Relocation Assistance Act, ODOT will assist displaced businesses in relating their establishments and provide them with relocation benefits. Relocation benefits paid to businesses displaced generally cover the costs of relocation but do not compensate for loss of business during the move or loss of "good will" resulting from the move.

According to ODOT's Relocation Assistance Program, displaced businesses are entitled to "...receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred."

Acquisition of land is based on an appraisal by ODOT and a subsequent recommended offer of compensation. ODOT's Relocation Assistance Program states that "In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter."

In instances in which property is acquired for temporary use, compensation is determined by an appraisal which is agreed upon between the property owner and ODOT.

3.12 ECONOMICS

Existing Conditions

Approximately 8,900 individuals were employed within the greater project area (generally delineated by Census Tract 72) in 1976. This represented approximately 1.9 percent of the 460,000 jobs in the MSD region. Manufacturing employment in the greater project area accounted for approximately 40 percent of total employment in this area (3,652 jobs) compared to 20 percent for the region. Much of the employment on Hayden Island is concentrated in general merchandise and specialty stores within the Jantzen Beach Shopping Center; other employment on the Island includes marine services, hotels, restaurants, and personal services. Employment in the Rivergate area is related primarily to manufacturing activities; by contrast, employment southeast of the Slough Bridge is engaged primarily in transportation- or service-related industries. Manufacturing employment constitutes a higher proportion of total employment in the greater project area than in the region due to the heavy concentration of manufacturing activity in the Rivergate industrial area.

Impacts

Long-Term Impacts

No-Build Alternative: Development potentials within the project area would not likely be affected significantly. However, some loss of commercial activity during peak hours might occur as a result of increased congestion. Employment levels would not likely change appreciably under the No-Build Alternative. The costs to the public sector under the No-Build Alternative would be significantly less than under the Build Alternatives as only minor improvements, involving ramp metering, lighting, and sign posting, would be made in the project area.

Selected Alternative: The long-term local and regional economic impacts of the Selected Alternative will likely be overshadowed by impacts stemming from the opening of the I-205 bridge scheduled to occur in 1982. Although the Selected Alternative generally would improve access to areas served by the Jantzen Beach and Union/West Marine Interchanges and reduce travel time through the project corridor following construction, the improvements will not induce significant changes in development patterns, land values, retail sales, or employment in the greater project area. However, impairment of Hayden Island-to-I-5 northbound movements during the evening hours due to ramp metering may discourage convenience shopping somewhat. The degree of loss in overall sales activity can not be ascertained in this study.

These travel time reductions also will not be of sufficient magnitude to change residential location preference among commuters between the Vancouver, Washington, and North Portland areas. Much of the development on the

Washington side of the Columbia River in the post-project period is expected to be generated by the opening of the I-205 bridge in 1982. Most of the latter development will occur near I-205, rather than near downtown Vancouver.

The greater portion of business activity in the area occurs during nonpeak hours; therefore, any slight increases in peak hour activity are not expected to add significantly to weekly sales. Similarly, retail outlets in North Portland and Faloma will not be expected to experience significant increases in sales. The Jubitz Truck Stop complex may experience some rise in commercial activity due to improved access during the early post-construction period. However, this rise will likely be eclipsed by the diversion of through truck traffic to the I-205 bridge, which is scheduled to open in 1982.

Total project costs would be $25,800,000 for Plan A, $30,300,000 for Selected Plan B Modified. The major differences between Plans A and B involve the approximately $4 million spread in construction and engineering costs at the Union/West Marine Interchange, and the approximately $600,000 spread in ROW acquisition costs.

The Build Alternatives will affect the potential generation of property tax revenues primarily by removing currently taxable properties from the tax base due to right-of-way (ROW) acquisition. Annual local tax revenues lost as a result of ROW acquisitions will total $1,463 per year under Plan A; between $4,524 and $5,740 per year under Plan B, depending upon whether the northern or southern variation were implemented; and $2,316 per year under Plan B Modified. However, the Build Alternatives also will affect property tax revenues secondarily by increased tax revenues resulting from higher property values. While these secondary revenue-producing impacts are uncertain and unquantifiable at present, and of minor significance regionally, they would outweigh revenue losses from ROW acquisition over the long-term.

Implementation of the Selected Alternative will improve safety conditions in the project area and thereby reduce accident costs over the long-term (year 2000) relative to the No-Build Alternative. The elimination of hazardous conditions will substantially reduce the accident rate for this highway segment which, historically, has had an accident rate three to four times greater than that for similar roadway sections with proper design. Although each of the alternatives will result in higher total accident costs than are incurred presently (due to higher ADT projections), the Build Alternative will provide a cost savings of approximately $32,000 per year over No-Build conditions in the year 2000; the cumulative savings over the post-construction period (1982-2000) would be substantial.

Removal of bottlenecks during peak traffic periods will help to smooth out the flow of traffic and thus lower operating costs for vehicles. The Build Alternative will provide a fuel savings of 57 percent over existing conditions, compared to a No-Build savings of only 36 percent or a difference of 555,000 gallons of fuel annually. Based on an average retail price of $0.70

per gallon, the Build Alternatives will realize an annual savings of approximately $389,000 over the No-Build conditions. If the cost of motor vehicle fuel were to rise faster than the consumer price index during the period 1982-2000, these cost savings would likely be more significant.

During the summer season, the Selected Alternatives will not differ substantially in relation to their impacts on the local and regional economies over the long-term, although it will financially burden the public sector slightly more than Plan A. Both Build Alternatives will have more long-term adverse economic impacts than the No-Build Alternative due, for the most part, to the removal of more tax revenue-producing properties. Changes in the development potential, land use mix, retail activity, and employment levels in the project area will not differ significantly between the two Build Alternatives or even between the Selected and No-Build Alternatives. The private sector of the local economy will benefit slightly by implementing either the Selected Alternative or Alternative A due to reductions in motor vehicle operating costs, accident costs, and travel time. However, these benefits will not be significant in comparison to the economic impacts noted above.

Temporary Construction Impacts

Although some real and perceived problems due to construction may cause some motorists to avoid local businesses, a substantial dropoff in sales is not expected. A few businesses may experience some temporary loss of patronage if structural modifications to their establishments were required. The Build Alternatives would generate approximately 1,000 person-years of employment over the four-year construction period.

Mitigation Measures

The potential temporary loss of commercial trade in the project area during the construction period will be mitigated by various methods used to minimize disruption and facilitate access. Temporary decking for vehicles and pedestrian walkways will help to maintain vehicular and pedestrian access. The use of barriers to screen commercial areas from noise, dust, odors, and other pollutants will diminish nuisance effects of construction.

As stated previously in the Mitigation Measures portion of the Right-of-Way discussion, the use of monetary compensation and relocation assistance will be used to minimize the necessity for permanent business dislocation and relocation and temporary loss of land use during the construction period.

3.13 CULTURAL RESOURCES

Cultural resources of a highway project area are those properties which are located adjacent to the various alternative alignments and which possess historical or archaeological significance or local historic value. Such properties are identified by official listings at the national and state level or by local organizations interested in historic preservation.

Existing Conditions

Historic Resources

There are no properties in the project area which are listed, nominated, or eligible for the National Register of Historic Places or listed in the Statewide Inventory of Historic Sites and Buildings. A field survey and contact with the Portland Historical Landmarks Office revealed no sites or buildings with known historic value or potential for recognition as such.

Archaeological Resources

Although inhabited by tribes of the Chinookan Indian family prior to pioneer settlement, the potential for discovery of archaeological sites in the project area has been eliminated by extensive development and construction. Consequently, an archaeological reconnaissance survey will not be required prior to construction of the project.

Impacts

No-Build Alternative: The No-Build Alternative would not affect cultural resources.

Selected Alternative: The Build Alternative will not produce an impact upon cultural resources.

Mitigation Measures

No impacts are anticipated from the implementation of the Selected Alternative, and therefore no mitigation measures are recommended.

3.14 SOCIAL CHARACTER

Existing Conditions

Demographic Profile:

In 1970, the demographic profile of the resident population living in the vicinity of the proposed project (i.e., Census Tract 72 which includes Hayden and Tomahawk Islands, the Rivergate Industrial District, and the industrial districts of North Portland and Faloma) was similar to the corresponding profile of the Portland region (Standard Metropolitan Statistical Area SMSA) (see Figure 26 for delineation of tract and district boundaries). Males exceeded females in the Census Tract by 2 percent compared to a regional 6 percent margin of females over males. Over two-thirds of the men and women in both the Census Tract and the SMSA were married. Residents in the tract were somewhat older than those in the SMSA, but had slightly lower overall educational achievements than the SMSA. Both the tract and the SMSA were almost exclusively (98 percent) Caucasian.

The tract population had a higher disposition toward mobility than the SMSA; 34 percent of the tract population compared to 51 percent of the regional population resided at the same address in 1970 as in 1965. A large majority (80 percent) of residents in the tract worked inside the Portland SMSA; most (72 percent) commuted within Multnomah County. The automobile was the primary means of transportation for home-to-work trips (88 percent) for tract residents with only 4 percent depending upon transit. A slightly lower proportion (83 percent) of residents in the SMSA depended upon the automobile for home-to-work trips.

Median family incomes in the tract were more than 12 percent higher than comparable income in the SMSA ($11,921 versus $9,578). However, families with incomes below the poverty level in the Census Tract constituted a higher (8.5 percent) proportion of all families in the tract relative to the respective proportion in the SMSA (6.9 percent).

Population and housing totals in Census Tract 72 are projected to remain stable through the end of this century. The age structure of the population would change somewhat; absolute and relative declines in the 0-17 and 45-59 year age groups (23 percent each) would be balanced by an increase in the 18-29 year age group (49 percent).

Neighborhood Character:

The largest proportion of the population in the Census Tract (64 percent) resided in North Portland and Faloma in 1970, where only 7 percent of the developed land was classified as residential. Most residential development occurs as low-density, single-family dwelling units some distance from I-5 near the Columbia Edgewater Golf Course and along the Oregon Slough.

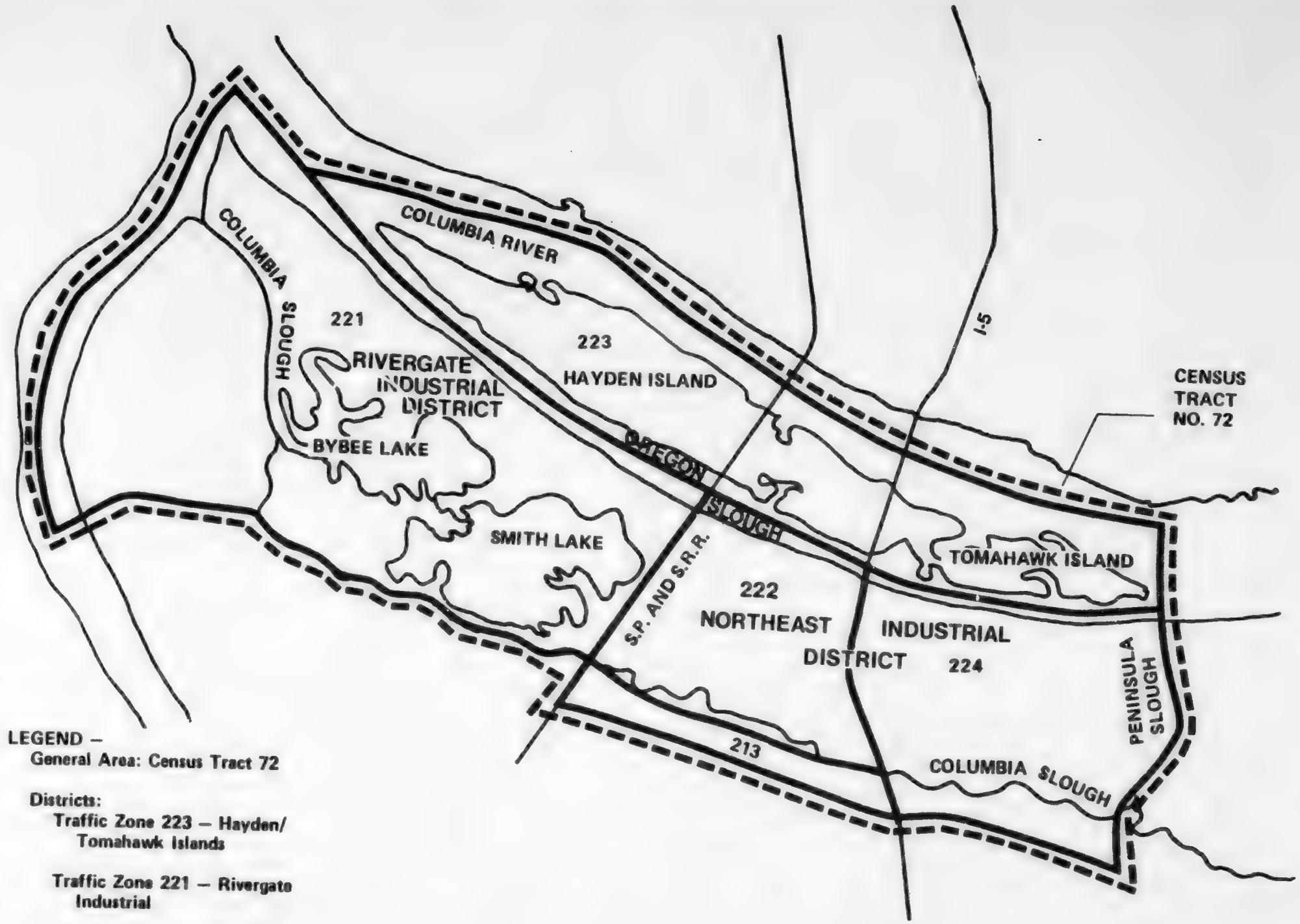


FIGURE 26
DELINEATION OF CENSUS TRACT NO. 72,
PLANNING DISTRICTS, AND TRAFFIC ZONES

Hayden and Tomahawk Islands contained approximately one-third of the Census Tract's residents in 1970. Most residential land use is located primarily to the east of the commercial cluster. Most of the units are located within a new townhouse development, although some houseboats moored adjacent to Tomahawk Island are evident. Residential development to the west of I-5 occurs in the form of a mobile home trailer park.

The Rivergate Industrial District contained less than 3 percent of the total tract population in 1970. Residential development is located some distance from I-5 at the southern boundary of the district where single-family dwellings predominate.

Each of the three district would remain relatively stable in terms of population and housing, although slight changes would occur.

IMPACTS

Demographic profiles and neighborhood characteristics would not be appreciably affected by either the No-Build or Build Alternatives over the long term, although short-term construction impacts would occur under the Build Alternatives.

Long-Term Impact

No-Build Alternative: Slight increases in congestion on I-5 would increase home-to-work trip times slightly for residents in the area dependent upon I-5, particularly those residing on Hayden and Tomahawk Islands. However, the increases in themselves would not cause residents to shift their locational preferences to other neighborhoods.

Most residential areas, excepting houseboats on the Oregon Slough, are located a considerable distance from I-5 and would not be physically impacted by slight increases in levels of congestion.

Selected Alternative: Over the long term, the Build Alternative will reduce congestion slightly on I-5 and arterial street connections to I-5. However, these improvements will not be sufficient to affect the regional locational characteristics of neighborhoods in the study area appreciably. Consequently, developer pressures to modify land use mix, or individual desires to move to different neighborhoods, would not be significantly affected by the Build Alternative. Consequently, demographic and neighborhood characteristics will not be appreciably affected by the proposed project.

Temporary Construction Impact

The Selected Alternative will deteriorate the environmental quality of a small cluster of houseboats in the Oregon Slough during the construction phase of

the project. These impacts will involve increases in noise, dust, and construction vehicle emissions associated with the movement and operation of construction vehicles and equipment. Most neighborhoods will sustain a direct physical impact from construction activities as they lie a considerable distance from I-5. Residents in these neighborhoods will experience some increases in congestion on I-5 and, therefore, possible increases in home-to-work trip times for those dependent on I-5 for commuting. However, these increased delays will not be sufficient to prompt many individuals to consider relocating elsewhere. Therefore, impacts on demographic characteristics and neighborhood character will not be materially affected by Build Alternative construction activities.

Mitigation Measures

No mitigation measures are suggested as no appreciable impacts on the social character of existing neighborhoods relative to the No-Build or the Build Alternatives are anticipated. The reader is referred to the Mitigation Measures discussion in the Transportation and Noise sections for a list of measures designed to reduce traffic congestion and short-term construction impacts.

3.15 VISUAL CHARACTER

Existing Conditions

Interstate 5 is a highly visible landscape feature. It is a major "edge" in the physical landscape, due to its continuous length, broad width, and above-grade vertical profile.[1] Land use patterns tend to be organized around the freeway because it is a physical barrier and a major transportation link. The heavy movement of traffic on I-5 accentuates its visual dominance over the surrodunding lowland areas.

Because of its above-grade vertical profile, individuals traveling in the outermost lanes of I-5 are provided a panoramic view of the land lying below it.

The specific visual character of I-5 varies according to the segment analyzed. At the southern end of the project area, between the Delta Park and Union/West Marine interchanges, I-5 is bounded by parkland and vacant and/or agricultural land on the east and west, respectively. I-5 obstructs east-to-west visibility from within Delta Park and although vegetative materials planted along the freeway ROW tend to soften the impact of the elevated structure on the park, traffic movement, particularly heavy congestion during rush hours, contrasts with the park's semirural, natural setting. A maintenance/storage yard, located at the northwestern end of the park, is screened with mature vegetative materials and tends to buffer the magnitude of intrusion.

The Union/West Marine Interchange is a relatively dominant structural complex; it encompasses a large amount of land and the height and configuration of the ramp structures introduce very hard edges into the landscape that are visible for a considerable distance from the I-5 roadway. The geometrics of the structure tend to compete with one another visually and exaggerate the rather disorganized character of the landscape situated immediately adjacent to the Oregon Slough, where residential, commercial, industrial, and vacant land uses are clustered in proximity to one another.

I-5 is the dominant visual element in the vicinity of the Slough. The north-south alignment of the Slough bridge contrasts markedly with the basically east-west orientation of the Slough itself, even though the banks of the Slough are only weakly defined because of houseboat and yacht mooring facilities. In fact, the bridge divides the Slough into east and west portions. The utilitarian design and scale of the bridge contrasts strongly with the water-based recreational and residential enclaves in the area.

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[1]Above-grade is defined as lying above the natural contour of the landscape adjacent to the road.

I-5 is less visually intensive on Hayden Island to the north of the Slough. The relative scale of the freeway is diminished somewhat by the high level of commercial development and activity surrounding it and this commercial center is heavily dependent upon and compatible with I-5. The dominating influence of the automobile is evident by the highway-oriented food, lodging, and service facilities and associated parking areas located on either side of the I-5 roadway. The vertical scale of the freeway is somewhat softened by the vertical relief provided by the hotel and shopping structures.

Impacts

Long-Term Impacts

No-Build Alternative: The existing visual character of the I-5 corridor between the Jantzen Beach and Delta Park Interchanges would remain unchanged under the No-Build Alternative.

Selected Alternative: The Selected Alternative will have minimal, long-term visual impacts on the landscape relative to the existing or No-Build conditions. Specific visual impacts cannot be ascertained at this time, since they relate to detailed design considerations, which have not yet been developed. The overall scale and "edge" qualities of I-5 will not be increased substantially by proposed improvements.

The widening of I-5 adjacent to Delta Park will add to the width of the highway, at least as perceived by park users (motorists will perceive an improvement in the visual quality of the freeway with the reduction in competing movement patterns). The spatial arrangement of ramp lanes and structures at the Union/West Marine Interchange will be modified, but the overall change will be minimal; the preliminary design may improve the visual qualities of the interchange by simplifying the flow of lines created by the ramp structures. The scale and dominance of I-5 in the Slough area will be increased slightly, due to the widening of the Slough bridge; yet the degree of intrusion, as perceived by residents and boat owners, will likely decline substantially within several years after the completion of construction.

Temporary Construction Impacts

The visual character of the I-5 corridor will be affected adversely during construction due to: the movement of construction vehicles; the generation of dust and construction vehicle emissions (which will be reinforced by construction noise impacts); the rough texture and disorganized appearance of the area, created by demolition and construction activity, detour facilities, and removal of vegetation; construction of a temporary detour bridge over the Oregon Slough. Removal of vegetation adjacent to Delta Park, to accommodate the widening of I-5 for the merge/weave lane, will increase the visual dominance of I-5 over the western edge of the park. Widening will be

restricted to ODOT ROW in the vicinity of the maintenance/storage yard; consequently the activity areas within the Park will not be affected. Reconstruction of the Union/West Marine Interchange will be visible and tend to detract from the seminatural setting afforded by Delta Park. Construction of the temporary detour bridge across the Slough will magnify the scale and dominance of I-5 over the marine-oriented activity areas (i.e., houseboat and yacht moorage facilities) in the Slough.

Mitigation Measures

Vegetative landscaping along the edges of I-5 roadway and in some open areas between ramps at the interchanges will help to soften the overall impact of the "hard" edges created by I-5. The planting of these materials will follow city, county, and state guidelines.

Sensitive architectural treatment of the various bridge designs, as required in each alternative, will help to improve the visual character of I-5 and thereby soften the industrial design characteristics exhibited by existing structures. Although design measures will not reduce the scale or dominance of I-5 in the project area, good design will help to integrate the facility with the surroundings and lend a positive influence to the overall character of the facility.

4 Unadvoidable Adverse Impact

UNAVOIDABLE ADVERSE IMPACTS

This section identifes those adverse impacts which cannot be reduced to "acceptable" levels even after implementing reasonable mitigative measures. What constitutes an "acceptable" level of adverse impact is oftentimes difficult to define. Relative to traffic, air, noise, and water quality impacts, these levels are defined generally by established standards. Relative to other environmental factors, however, such as visual quality and social character, these levels are highly subjective and difficult to determine. Traffic-related congestion and safety impacts under the No-Build Alternative and during the construction phase of the Build Alternatives are considered the most significant adverse impacts related to the project.

NO-BUILD ALTERNATIVE

-- Congestion and level of service poor on I-5 and on limited access arterials to I-5. Level of service ranges from D-E for the section of I-5 between Hayden Island and the state line to F just south of Hayden Island.

-- Impairment of regional through trips, local trips, access to Hayden Island and emergency vehicle access. Much of this impairment would result from the undesirable level of service conditions mentioned above.

-- Increased safety hazards on I-5. Projections indicate that approximately 73 accidents would occur annually in year 2000 for the No-Build Alternative versus an average of 54 for the period between 1971 and 1975.

-- Limitations on future transit options. In comparison to the Build Alternatives, the No-Build includes no provision for the improvement of future transit services in the I-5 corridor.

-- Discouragement of bicycle and pedestrian movements across Oregon Slough Bridge.

BUILD ALTERNATIVES

Construction

-- Congestion and level of service poorer than under No-Build. Service levels during construction will be affected by the introduction of construction equipment and activity.

-- Safety hazards greater than under No-Build. Increased hazards due to large vehicles operating on or near I-5 and intermittent temporary construction roadway surfaces.

-- Air quality deteriorated (but still within standards) in the immediate project area.

-- Water quality and benthic organisms in Oregon Slough slightly deteriorated immediately adjacent to construction of Slough Bridge foundation.

-- Visual character of area immediately surrounding construction significantly deteriorated.

Operation

-- Congestion during peak hours will continue to exist, but the level of service will be better than under the No-Build Alternative. Level of service in year 2000 between the Union/West Marine Interchange to Jantzen Beach Interchange would be D versus F for the No-Build.

5 The Relationship Between Local Short-Term Uses Of Mans Environment And The Maintenance And Enhancement Of Long-Term Productivity

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

This section briefly discusses the extent to which the proposed project involves tradeoffs between short-term environmental gains at the expense of long-term environmental losses or vice-versa.

THE NO-BUILD

The tradeoffs of the No-Build Alternative would be mainly between short-term gains and long-term losses. Short-term gains would be the avoidance of the costs and disruption of improving I-5 between the Jantzen Beach and Delta Park Interchanges. The state and federal funds needed could be used elsewhere in the area. The strains and hardships of utility and business displacement (although minor) would be avoided. The inconvenience and disruptive effects of construction (including the short-term deterioration of air and noise quality) would also be avoided. These gains would be at the expense of allowing the problems along the I-5 project area to persist and worsen. These problems have been discussed in preceding sections--high levels of traffic congestion; discouragement of regional and local trips; difficulties of access to Hayden Island; difficulties of movement for pedestrians, bicycles, and emergency vehicles; and limited opportunities for expansion of transit service. Because traffic levels of traffic congestion are projected to increase, some of the existing traffic problems along I-5 would intensify.

There would be no long-term gains of selecting the No-Build Alternative.

SELECTED ALTERNATIVE

The tradeoffs of the Build Alternative will be mainly between short-term losses and long-term gains. The short-term losses will be the impacts of displacement and construction. The long-term gains will be the benefits of improving I-5, as discussed in preceding sections--better traffic service; reduced levels of congestion; improved local and regional access (though slight); better safety conditions and movement of pedestrians, bicycles, and emergency vehicles; and greater opportunities for transit in the future. The Build Alternatives proposed differ in this respect only in the magnitude of the gains.

Under the Selected Alternative, there will also be no long-term losses, except the potential loss of a few parcels of land.

6 Irreversible And Irretrievable Commitments Of Resources

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Aside from the use of land, labor, energy, and materials for the facility itself, the most important resource commitments of a new transportation project are often those associated with related actions precipitated by the project, such as land development, travel, exploitation of natural resources, etc,

Improvements to I-5 between the Jantzen Beach and Delta Park interchanges are not expected to have much effect on overall patterns or volumes and will not precipitate the long-term deterioration of natural resources.

The Selected Alternative will result in a slight increase in fuel consumption during construction with the operation of construction vehicles and equipment and greater congestion of traffic because of this construction. However, these losses will be offset by fuel savings realized by the smoother and faster movement of vehicles through the project corridor.

7 Comments And Responses

COMMENTS AND RESPONSES

A public hearing was held on July 19, 1979 at the Multnomah County Exposition Center. At that hearing, 97% of those persons presenting oral or written testimony preferred to complete one of the Build Alternatives. Thirty-eight percent (38%) preferred Alternative B, 14% preferred Alternate A, while 48% preferred one of the Build Alternatives with no preference as to which one. Major comments and recommendations received at the hearing can be found in Chapter I under Public Hearing Results.

Written comments relating to the Draft Environmental Impact Statement were received from 18 agencies, businesses and individuals. Excerpts from these letters and responses to questions and statements are listed below. Complete copies of the correspondence can be found in the Appendix.

Index of Letters Received

Comments	Response Page
United States Coast Guard	
United States Department of Interior	
United States Environmental Protection Agency	
Oregon State Historic Preservation Office	
Oregon Department of Environmental Quality	
City of Portland	
Tri-Met	
Hayden Island, Inc.	
Safeway Stores, Inc.	
Waddle's Restaurant	
Steffanoff, Horning & Associates	
Associated Yacht, Inc.	
Marine City	
United States Department of Agriculture	No Response Required
Oregon Environmental Council	No Response Required
Washington Dept. of Fisheries	No Response Required
Port of Portland	No Response Required
Clark County Public Works	No Response Required

UNITED STATES COAST GUARD

Comment:

The DEIS "does not specify it will be used in support of the required bridge permit."

Response:

Please see the Foreword of this FEIS.

U.S. DEPT. OF INTERIOR - Regional Environmentalists

Comment:

It would be helpful to provide more specific information on the nature of the foundation problems with existing bridge piers.

Response:

The problems with the existing foundations have been caused by the dredging of the channel downstream to an elevation 10 feet lower than the bridge foundations--causing erosion around the piers. The bridge is under a continuous extensive maintenance program. The new piers will be placed at a lower elevation to prevent this erosion.

Comment:

A cross section showing the bridge piers, channel dimensions and subsurface geology would be beneficial.

Response:

At this time the location of the new piers, spans, etc., have not been determined. This information will be available after these determinations are made and you will be sent a copy.

Comment:

The DEIS commented that there is no groundwater data available. However USGS reports data is available on a well one block west of I-5, just south of Marine Drive.

Response:

Comment noted. Since groundwater in the project area will not be measurably affected this information is not included in this document.

U.S. ENVIRONMENTAL PROTECTION AGENCY

Comment:

The DEIS indicates East Delta Park and the Boatyard residence areas would exceed FHWA noise levels by 1-5 dBA and 1 dBA EPA's maximum noise levels are lower than FHWA. We recommend construction of the proposed Delta Park and Oregon Slough Bridge noise levels.

Response:

Noise studies have been re-evaluated and additional information and mitigation measures have been included in the Noise section.

Comment:

According to the DEIS, the selection of the section of I-5 between Union/West Marine and Jantzen Beach interchange as "worst link" is based on the highest traffic volume. Worst link should be based on the emissions which are a function of traffic volume and speed.

Response:

The worst link in the study was based on an examination of both volume and speed. Table I-6 on page I-23 of the Technical Volume provides those statistics.

Comment:

Page 4-57 of Technical Appendices indicates that the method for determining the second highest background CO was taken from an outdated volume, "Guidelines for Air Quality Planning & Analysis, Vol. 9, Evaluating Indirect Sources" (U.S. EPA, 1975).

Response:

It has been noted in our copies of the Technical Appendices that the title of the revised document is "Guidance for Air Quality Maintenance Planning and Analysis", Vol. 9 (U.S. EPA-450/4).

DEPARTMENT OF ENVIRONMENTAL QUALITY

Comment:

Page 65, the percentage reduction of hydrocarbon 1977 emissions should be revised to 65%. Also the goal of reducing emissions is more accurately the Metropolitan Service District's (MSD) than ODOT's.

Response:

These changes have been made.

Comment:

Page 66 should reflect that the projections are evaluated for consistency with the State Implementation Plan (SIP) on a case by case basis.

Response:

This comment has been noted and is included in this document.

Comment:

Table A-3, Appendix A in the Technical Appendices document contains only November monitoring data. December data should also be provided.

Response:

The December data was also included, however it was out of order and followed the Appendix B title page.

Comment:

The Department would appreciate a presentation of stability class for each hour of the monitoring period for inclusion in the Final EIS.

Response:

Stability class data for each hour of the monitoring period was not developed by the consultant and therefore is not available for inclusion in the FEIS. Refer to page 4-51, Technical Appendices,

Table 4-20, "Meteorological Data for Model Validation Experiment" for stability class data for the experiment.

CITY OF PORTLAND - Bureau of Planning

Comment:

The DEIS does not address the differences between Alternatives A and B in relation to transit service within the I-5 corridor. It should mention that a major difference between the two Build Alternatives is that Alternative B provides spans in the new overcrossing structures to accommodate other modes which Alternative A does not.

Response:

The Draft EIS identifies these differences in several sections of the report. References are made in the Summary section, #4 Alternatives considered; Project Alternative section, Table 3, Element 6; Matrix I, Transit Service; and in the Traffic and Transportation section impacts under Future Transit.

Comment:

The structural ability of the reconstructed Slough Bridge to carry a range of LRT vehicles under consideration should be discussed. If the bridge will not carry LRT vehicles under consideration for use in Portland, some discussion of the feasibility of structural reinforcement at a later date should be included.

Response:

The Oregon Slough Bridge will be designed for HS-25 loading which will carry any LRT vehicle being considered in this region. The width of the structure will accommodate the conversions of this or other forms of mass transit.

Comment:

One of Portland's transportation policy objectives is to reduce the through trips, especially trucks, on N.E. Marine Drive. The DEIS does not mention any restraint of traffic eastbound on N.E. Marine Dr. at I-5/Union Ave. to further facilitate this policy.

Response:

Modifications to the alternative chosen will identify the objective to limit through traffic, especially trucks, on N.E. Marine Drive. This road is classified as a neighborhood collector and through traffic is not encouraged through the Modified Alternative at the intersection. (See page 7 of DEIS.)

Comment:

The DEIS discusses impacts of the alternatives on local trips. Further discussion of access for the distribution and truck repair firms along Vancouver Way and N. Marine Dr., including those businesses adjacent to the freeway likely facing some purchase of property, should be included in the FEIS.

Response:

Access to and from the firms along Vancouver Way and North Marine Drive will be essentially the same as at the present. The traffic flow on the neighborhood collectors will function better with the signalization than it does now. The proposal accommodates Portland's city street policy to restrict use of North Marine Drive for through traffic. The DEIS discusses the impacts of acquisition and the relocation and compensation assistance available.

Comment:

At one of the TAC meetings there was discussion of added lanes for I-5. The City staff would like to know if this is still proposed and what impact the added lanes would have on transit flexibility.

Response:

The Modified Alternative provides for an extra lane and allows for full shoulder and median conversion.

Comment:

On page v, is the larger Slough Bridge structure described referring to a permanent or temporary structure?

Response:

Item nine has been moved to section B, "General Long-Term Impacts of the Build Alternatives." It will be a permanent structure.

Comment:

Under the No-Build Alternatives on page 10, does the fourth statement mean to imply that the deficient design of the Slough Bridge has caused streambed erosion?

Response:

At the time the bridge was constructed the design was very adequate. However, throughout the years downstream dredging operations have caused streambed erosion, requiring continuous maintenance.

Comment:

Ramp metering is to be instituted on the I-5 North freeway regardless of the alternative chosen for the project and should be so stated.

Response:

The DEIS referenced this in several sections such as on page ii under "No-Build" Alternative and page 8, Ramp Metering (Citywide).

Comment:

The "Energy Policy" portion of Matrix I does not specify whether the policy cited is a city, state or federal policy.

Response:

It is stated on pages 47 and 51, "Consistency with Energy Policy" section that these are the Metropolitan Service District goals and policies.

Comment:

Under the heading of "Compatibility with Related Transportation Improvements," there is no discussion of the No-Build Alternative.

Response:

Since the No-Build Alternative would not meet the LCDC Transportation goals (see Table 15) for the area, it would not appear that it would be consistent with other transportation programs that are programmed for the Metropolitan area.

Comment:

Due to recent increases in gasoline prices, $0.70 is not a reasonable average retail price to use to determine annual savings (page 88 DEIS). A range of $0.70 to $1.10 would be more accurate.

Response:

Recently, the price of gasoline has steadily increased. In order to have consistent comparisons throughout the report, all costs have been on early 1979 prices.

TRI-MET

Comment:

Concerned about the effect of ramp metering on these interchanges. Need to include provisions for transit bypassing the meters.

Response:

The I-5 ramp metering program will include transit and HOV bypass lanes wherever structurally feasible. All the new ramps in the project area will include these facilities.

HAYDEN ISLAND, INC.

Comment:

Ramp metering amends the Comprehensive Plan of Multnomah County without addressing the State planning guidelines or following the State mandated planning procedure.

Response:

On April 1, 1976 the County passed a resolution supporting CRAG's Interstate Bridge Corridor Project report and specifically the ramp metering recommendation. The same resolution noted that the comprehensive plan for the county had been modified to allow more development and, therefore, more traffic generation on Hayden Island.

Comment:

Ramp metering is discriminatory since it is only proposed for Hayden Island on-ramps when the ramps to the south to Delta Park go unrestrained and contribute up to 54% of the freeway traffic.

Response:

Since the writing of the DEIS, it has been decided to meter all on-ramps from Marquam Bridge to the Interstate Bridge. This project will probably be completed whether or not this interchange project is advanced.

Comment:

One of the stated objectives of ramp metering is to force vehicles to use alternate routes. Since Hayden Island is in fact an island, there is no alternate route to use.

Response:

While ramp metering often diverts traffic to alternate routes, as you have stated, this will not be the case with this ramp. Ramp metering will, however, benefit traffic flow and safety on I-5. This will also benefit users from Hayden Island by providing safer and more efficient access to I-5 than now exists.

Comment:

Ramp metering on-ramps north from Hayden Island will likely produce undesirable traffic patterns by people driving south and looping back on Marine Drive to avoid the queues produced by the metering.

Response:

Since all on-ramps will be metered from Marquam Bridge to Interstate Bridge, it is unlikely that people will drive to Marine Dr. to wait to get on the freeway. Some queuing will be experienced at all of the on-ramps in the area.

Comment:

Queues will restrict emergency vehicles access to I-5.

Response:

Emergency vehicles will use the HOV-busway bypass to enter the freeway without the necessity of waiting.

Comment:

Ramp metering will conflict with regional land use planning policies and methodologies aimed at containing urban growth.

Response:

Disagree. Ramp metering is intended to smooth traffic flow and reduce the risk of traffic accidents--for existing and future traffic generated by urban growth. Unsafe and inefficient traffic flow is not viewed as a prudent means of containing urban growth.

SAFEWAY STORES, INC.
WADDLES'S RESTAURANT

Comment:

The Build Alternatives unnecessarily impact the Waddle's Restaurant building and the Safeway parking lot by the relocation of the northbound off-ramp. Additional northbound off-ramp capacity should be accomplished in the existing right-of-way.

Response:

In the Modified Alternative advanced, the northbound off-ramp to Hayden Island will be redesigned to miss the restaurant building and to require as few parking spaces as possible from the Safeway parking lot.

STEFFANOFF, HORNING & ASSOCIATES (For Everett Merritt)
Harold Jeans (Marina City), ASSOCIATED YACHT, INC.

Comments:

Plan B as presented will adversely impact several businesses or proposed developments on the south side of the Oregon Slough. This proposal will affect the Merritt Trucking Plant, the Associated Yacht, Inc. moorage, and proposed Marina City development.

Response:

The interchange area has been re-evaluated to minimize the right-of-way impacts. Elimination of the frontage road is recommended from North Marine Drive to Swift Boulevard. The impact to the marina area is reduced by eliminating the need for a full width three lane temporary detour structure as discussed in DEIS.

8 Appendix

A. Comments On DEIS

United States Department of Agriculture

Soil Conservation Service

1220 S. W. Third Avenue
16th Floor
Portland, OR 97204

August 1, 1979

Gary A. Potter, Manager
Environmental Section
Dept. of Transportation
Highway Division, Transportation Bldg.,
Salem, OR 97310

Dear Mr. Potter:

The Soil Conservation Service has reviewed the draft environmental impact statement on the Jantzen Beach-Delta Park Interchange, Pacific Highway. We have no comments to offer.

We appreciate the opportunity to review and comment on this document.

Sincerely,

Guy W. Nutt
State Conservationist

cc: Director, Office of Federal Activities (Mail Code A-104)
Environmental Protection Agency
Room 537, West Tower
401 N. Street, S.W.
Washington, D.C. 20460

Administrator, SCS, USDA, Washington, D.C. 20013

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442-5864

16591
Serial 409
JUL 26 1979

Oregon Department of Transportation
ATTN: Mr. Gary Potter, Manager
Environmental Section
Transportation Building
Salem, Oregon 97310

RE: Draft Environmental Impact Statement Interstate - 5, Jantzen Beach-Delta Park Interchange

Gentlemen:

The reference document has been received and reviewed. The comments we furnished for the preliminary study of the project have been incorporated in this draft with the exception that the document does not specify it will be used in support of the required bridge permit. Otherwise, we have no further comments to offer.

Two copies of the Final Statement will be required to support the permit application for the replacement bridge across Oregon Slough. Please forward those copies when available.

Your cooperation is appreciated.

Sincerely,

for RICHARD F. MALM
Captain, U. S. Coast Guard
Chief of Staff, 13th Coast Guard District

Copies to:
(1) FHWA, Herb Schell, Salem, OR
(2) ODOT, Bob Ellison, Salem, OR

United States Department of the Interior

OFFICE OF THE SECRETARY

PACIFIC NORTHWEST REGION

500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

August 3, 1979

ER-79/588

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

In response to a recent request from the Oregon Department of Transportation, we have reviewed the draft environmental statement for I-5 (Jantzen Beach-Delta Park Interchange), Multnomah County, Oregon.

In general, the draft statement adequately covers the subjects for which this Department has jurisdiction and review expertise. There are several areas, however, where additional information would be desirable, and the final statement would be improved by attention to the following:

Page 3

It is noted that the foundations of the existing Oregon Slough Bridge are being undermined by severe erosion. The only elaboration of this problem is a reference to "developing suitable foundation support schemes" (page 29, Plan A, par. 2). It would be helpful to provide more specific information on the nature of the foundation problems with the existing bridge piers and the methods under consideration for mitigation of such problems in the new bridge design. A cross section showing the bridge piers, channel dimensions, and subsurface geology would be useful.

Pages 78-80

The comment is made that no data are available on ground water quality. The U. S. Geological Survey reports that water data is available for a well approximately one block west of Highway I-5

and just south of Marine Drive. Water quality for this well is listed in, "Ground water in east Portland area, Oregon," U. S. Geological Survey Water Supply Paper 1793, published in 1965. Items covered include chemical analysis, dissolved solids (272 ppm) and hardness.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

AUG 1 1979

Glen L. Green, Division Administrator
Federal Highway Administration
390 High Street
Salem, Oregon 97301

Dear Mr. Green:

The Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (EIS) for the Jantzen Beach - Delta Park Interchange and has the following comments:

NOISE

1. The construction noise mitigation section was very thorough and will play a vital role in providing noise relief for this project.

2. The Draft EIS indicates that the East Delta Park and Boatyard residence areas would exceed FHWA noise levels by 1-5 dBA and 1 dBA, respectively. The EPA has also identified maximum noise levels designed to protect public health and safety with a margin of safety which are lower than FHWA levels. For this reason, we strongly recommend construction of the proposed Delta Park and Oregon Slough Bridge noise levels.

AIR QUALITY

1. According to the Draft EIS, the selection of the section of I-5 between the Union/West Marine interchange and the Jantzen Beach interchange as the "worst link" is based on highest traffic volume. Selection of the "worst link" should be based on emissions, which are a function of traffic volume and speed. The Final EIS should indicate that the section selected is in fact the worst section based on traffic volume and speed.

2. Page 4-51 of the Technical Appendices indicates that the method for determining the second highest background CO concentrations was taken from "Guidelines for Air Quality Planning & Analysis, Volume 9, Evaluating Indirect Sources", (U.S. EPA, 1975). Please be advised that this document was revised in 1978 and the revised document should be used in place of the 1975 publication. The title of the document is now "Guidance for Air Quality Maintenance Planning and Analysis", Volume 9, (U.S. EPA-450/4).

The Environmental Protection Agency has rated this draft EIS LO-2 (LO - Lack of Objections; 2 - Insufficient Information) based on our question regarding the "worst link" of the project. This rating will be published in the Federal Register in accordance with EPA's responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act.

Thank you for the opportunity to review this draft EIS. If you have questions or would like to discuss these comments, please contact me or Kathy Davidson at (206) 442-4011 or (FTS) 399-4011.

Sincerely yours,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

ALTERNATIVE FUTURES, Tigard
AMERICAN INSTITUTE OF ARCHITECTS
Portland Chapter
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
ASSOCIATION OF NORTHWEST STEELHEADERS
ASSOCIATION OF OREGON RECYCLERS
AUDUBON SOCIETY
Central Oregon, Corvallis, Portland, Salem
BAY AREA ENVIRONMENTAL COUNCIL
Coos Bay
B.R.I.N.G.
CENTRAL CASCADES CONSERVATION COUNCIL
CHEMEKETANS, Salem
CITIZENS FOR A BETTER GOVERNMENT
CITIZENS FOR A CLEAN ENVIRONMENT
CLATSOP ENVIRONMENTAL COUNCIL
CONCERNED CITIZENS FOR AIR PURITY
Eugene
DEFENDERS OF WILDLIFE
ECO-ALLIANCE, Corvallis
ENVIRONMENTAL ACTION CLUB
Parkrose High School
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
GARDEN CLUBS of Cedar Mill, Corvallis, McMinnville, Nehalem Bay, Scappoose
GRANT COUNTY CONSERVATIONISTS
H.E.A.L., Azalea
LAND, AIR, WATER, Eugene
LEAGUE OF WOMEN VOTERS
Central Lane, Coos County
McKENZIE GUARDIANS, Blue River
NORTHWEST ENVIRONMENTAL DEFENSE CENTER
OBSIDIANS, Eugene
1,000 FRIENDS OF OREGON
OREGON ASSOCIATION OF RAILWAY PASSENGERS
OREGON BASS AND PANFISH CLUB
OREGONIANS COOPERATING TO PROTECT WHALES
OREGON FEDERATION OF GARDEN CLUBS
OREGON GUIDES AND PACKERS
OREGON HIGH DESERT STUDY GROUP
OREGON LUNG ASSOCIATION
Portland, Salem
OREGON NORDIC CLUB
OREGON NURSES ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Eugene
OREGON ROADSIDE COUNCIL
OREGON SHORES CONSERVATION COALITION
O.S.P.I.R.G.
PLANNED PARENTHOOD ASSOCIATION INC
Portland
PORTLAND ADVOCATES OF WILDERNESS
PORTLAND RECYCLING TEAM, INC.
RECREATIONAL EQUIPMENT, INC.
SANTIAM ALPINE CLUB
Salem
SIERRA CLUB
Oregon Chapter
Columbia Group, Portland
Klamath Group, Klamath Falls
Many Rivers Group, Eugene
Mary's Peak Group, Corvallis
Mt. Jefferson Group, Salem
Rogue Valley Group, Ashland
SOLV
SPENCER BUTTE IMPROVEMENT ASSOCIATION
STEAMBOATERS
SURVIVAL CENTER
University of Oregon
THE TOWN FORUM, INC
Cottage Grove
TRAILS CLUB OF OREGON
UMPQUA WILDERNESS DEFENDERS
WESTERN RIVER GUIDES ASSOCIATION, INC.
WILLAMETTE RIVER GREENWAY ASSOCIATION

August 1, 1979

Gary Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, OR 97310

Dear Mr. Potter:

We appreciate the opportunity to comment on the Draft Environmental Impact Statement on the Jantzen Beach - Delta Park Interchange (I-5).

OEC does not generally support new highway construction, but the circumstance of this particular project temper our position. This proposal is not for a new highway - but to widen an existing one. As it presently exists, the Jantzen Beach - Delta Park I-5 interchange is not working. Rush hour congestion sometimes turns the road into a parking lot where thousands of cars barely crawl along spewing out air pollutants as they struggle across the Columbia. If this road is to move traffic smoothly, road improvements are needed, and the ones suggested in the DEIS do not appear to impact residential neighborhoods.

OEC finds most merit in Alternative B - it lends greatest support to transit options. Expanded transit facilities on this busy commuter route will do more to improve air quality than all the road improvements and construction in the proposal.

Sincerely,

John C. Platt

John C. Platt
Executive Director

STATE OF OREGON

INTEROFFICE MEMO

ENVIRONMENTAL QUALITY DEPT. 229-6086 TELEPHONE

TO: Intergovernmental Relations Division

DATE: July 27, 1979

FROM: Howard Harris, Air Quality Division

SUBJECT: Comments on Draft Environmental Impact Statement (DEIS) for Jantzen Beach-Delta Park Interchange (I-5)

The air quality impact analysis is well presented and the technical documentation is very well done. The following specific comments should be considered for preparation of the final EIS:

1. On page 65 of the main document, the percentage reduction of hydrocarbon 1977 emissions should be revised to 65%. This is the amount needed to attain the State Primary Ozone Standard of 0.08 ppm. The target date for attainment is 1992. Also, the goal of reducing emissions is probably more accurately the Metropolitan Service District's (MSD's) than ODOT's, since MSD is the designated lead agency for air quality planning.

2. On page 66 of the main document, the documentation should reflect the fact that projects are evaluated for consistency with the State Implementation Plan (SIP) on a case by case basis. However, based upon the analysis presented in the DEIS, the proposed project appears to be consistent with the SIP.

3. Table A-3 of Appendix A in the Technical Appendices document contains only November monitoring data. The December data should also be provided.

4. The Department would appreciate a presentation of stability class for each hour of the monitoring period for inclusion in the Final EIS.

The documentation provided in the DEIS is sufficient to meet the information requirements of the Indirect Source Rules.

The Department of Environmental Quality
Noise Pollution Control Section Comments
on the Draft E.I.S. for the Jantzen Beach -
Delta Park Interchange Project
(7906 - 4 - 540)

The noise analysis in the Draft Environmental Impact Statement (E.I.S.) for the Jantzen Beach - Delta Park Interchange project was well written and adequately describes the noise impacts. The analysis shows little difference in the noise impacts for the three alternatives discussed. (Alternatives A, B, and No-Build). Thus the Noise Section will make no recommendation as to which alternative to construct.

Although no differences exist, the noise levels at the boat houses and the boat-yard residence are nevertheless high. The proposed noise barrier on the Slough Bridge would provide some noise protection for these noise sensitive properties. The Noise Control Section therefore recommends the construction of the proposed noise barrier for the Slough Bridge.

Norman L. Jette/pw
August 9, 1979

STATE OF
WASHINGTON

Dixy Lee Ray
Governor

DEPARTMENT OF FISHERIES
115 General Administration Building, Olympia, Washington 98504 206/753-6600

June 20, 1979

Mr. Glen Green, Division Administrator
Federal Highway Administration
390 High Street
Salem, Oregon 97301

Dear Mr. Green

Draft Environmental Impact Statement
InterState-5, Jantzen Beach-Delta Park
Interchange, Oregon

The Washington Department of Fisheries has reviewed the above reference document. The proposed project appears to have no impact on species under our jurisdiction.

Thank you for the opportunity to comment.

Sincerely,

Ray C. Johnson for

Gordon Sandison,
Director

mr

cc: Mr. Gary Potter, Manager
Environmental Section
Oregon Dept. of Transportation

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

424 S.W. MAIN STREET
PORTLAND, OR 97204

ZONING
248-4250

COMPREHENSIVE
PLANNING
248-4260

TRANSPORTATION
PLANNING
248-4254

SPECIAL
PROJECTS
248-4509

ADMINISTRATION
248-4253

30 July 1979

MEMORANDUM

TO: Don Fantz, ODOT

FROM: Steve Dotterrer, Bureau of Planning
Laurel Wentworth, Bureau of Planning

The Bureau of Planning staff has reviewed and forwarded comments of a policy nature to the ODOT regarding the Jantzen Beach - Delta Park Interchange, draft Environmental Impact Statement in a letter to you dated July , 1979. This letter need not be included in the summary report to be accomplished by the ODOT, but the corrections noted should be incorporated in the FEIS.

Page IV: Number two - the third sentence should replace "transit service" with transit operations.

Page V: Number nine - the larger Slough Bridge structure described, is that in reference to the permanent or temporary structure?

Page VIII: Under heading (e) - Steve Roso (spelling corrected) is no longer the NPCC chairman.

Page 3 - Table 1, the third bulleted statement should strike the word "on" from the first sentence.

Page 8 - The last paragraph, fourth sentence, change "City Arterial Street Classification Policy" to Portland's Arterial Streets Classification Policy.

Page 10 - Under the heading, No Build Alternative, does the fourth bulleted statement mean to imply that the deficient design of the Slough Bridge (constructed in 1909) has caused streambed erosion. Statement requires greater clarification.

Foldout Map 4 should show the Oregon Slough Bridge as shaded to show change from existing conditions.

Page 19 - Ramp metering is to be instituted on the I-5 North freeway regardless of the alternative chosen for the project and should be so stated.

Page 20 - The second paragraph refers to "district transportation goals"; it should read, City Goals.

Page 23 - "District Goals" should be changed to City Goals.

Page 24 - The "Energy Policy" portion of Matrix I does not specify whether the policy cited is a city, state or federal policy. Under that same heading of "Energy Policy - Land Use", Alternative A; the slash should be removed between Union and Avenue.

Page 30 - The third paragraph, second sentence repeats the word "Alternative B" twice, one should be Alternative A.

Page 33 - Footnote b should cite peak hour speeds northbound rather than westbound.

Page 41 - The first paragraph, the first sentence, should change the word "trips" to access. The third paragraph, under the heading of "Transit Service" the phrase City of Portland should be inserted before the phrase "Arterial Streets Classification Policy".

Page 46 - The first paragraph heading should read "City Goals" rather than "District Goals". On the same page under the heading of "Compatibility with Related Transportation Improvements" there is no discussion of the no-build alternative.

Page 52 - The third paragraph, first sentence, the work "eastern" should be changed to western. On that same page, the first sentence in the sixth paragraph should be made part of the fifth paragraph. Also land on the western portion of Hayden Island is largely in private rather than public ownership.

Page 54 - The first paragraph, first sentence, and second paragraph, first sentence, the word "general" should be changed to comprehensive. The fourth sentence in the same paragraph should change the word "improved" to designated.

Page 57 - Under the heading "LCDC goals #5", with which the alternatives are essentially consistent, yet potential conflict may arise, it should be stated that the alternative is partially consistent with the policy.

page 58 - The matrix refers to economic costs incurred under both Alternative A and B as they relate to cost of construction of the project. However, in other sections of the DEIS, emphasis is placed on the travel time savings attributed to the project which would have positive economic impacts.

Page 88 - Due to recent increases in gasoline prices, $.70 is not a reasonable average retail price. A range from $.70 - $1.10 would be more accurate for inclusion in the FEIS. On that same page, the fourth paragraph, first sentence refers to the summer season offering little substantial difference in impacts between the build alternatives on the economics over the long-term. Is there some reason why the seasons play an important role in regional economic impact?

Page 89 - The last sentence in the first paragraph cites 1/20 of the regional jobs created by the construction of this project as insignificant. However, that means 1,000 additional jobs in the region, a significant increase to the City and the region.

Page 90 - Under the heading "Demographic Profile", the first sentence should refer to the 1970 demographic profile rather than 1920.

Page 93 - Footnote #1 should read as follows: "Above-grade is defined as lying above the natural contour of the landscape adjacent to the road".

If you have questions regarding the above comments, please call either of us at 248-4254.

SD:LW:db

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

BUREAU OF
PLANNING
424 S.W. MAIN STREET
PORTLAND, OR 97204

DOUGLAS WRIGHT
DIRECTOR
248-4253

CODE
ADMINSTRATION
248-4250

LONG RANGE
PLANNING
248-4260

SPECIAL
PROJECTS
248-4509

TRANSPORTATION
PLANNING
248-4254

July 27, 1979

Robert Bothman, Administrator
Oregon Dept. of Transportation
Metropolitan Section
5821 NE Glisan
Portland, OR 97213

Dear Bob:

City staff has had the opportunity to review the Draft Environmental Impact Statement for the Jantzen Beach-Delta Park Interchange (I-5) and would like to offer comments and pose questions which should be addressed in the FEIS concerning transit service, through traffic circulation routes, local access needs, and number of freeway lanes.

Both the CRAG project directive and the City's Arterial Streets Classification Policy (ASCP) identify I-5 North as a potential Regional Transitway. The DEIS does not address the differences between alternatives A and B in relation to transit service within the I-5 Corridor. Discussion in the DEIS refers only to the additional width of the reconstructed Slough Bridge which allows for HOV or transit lanes. It should be mentioned that a major difference between the two build alternatives is that Alternative B provides spans in the new overcrossing structures to accommodate other modes, which Alternative A does not. This should be clarified in the FEIS. Additionally, the structural ability of the reconstructed Slough Bridge to carry a range of LRT vehicles should be discussed. If the bridge will not carry LRT vehicles under consideration for use in Portland, some discussion of the feasibility of structural reinforcement at a later date should be included.

One of the City's transportation policy objectives for this area is the provision of a clear industrial/major traffic access route from I-205 to the Rivergate and Vancouver Way areas. Concommitant with this objective is the reduction of through trips, especially trucks, on NE Marine Drive. Under the ASCP, this is to be accomplished by routing these trips from I-205 onto Columbia Blvd./Lombard, Union Ave. and Marine Drive to Rivergate. Alternative B provides a smoother connection between Union Ave. and N. Marine Dr. and I-5 where many of the through trips are destined. However, there is no mention in the DEIS of any restraint of traffic eastbound on NE Marine Dr. at I-5/Union Ave. to further facilitate this policy. This should

be discussed in the FEIS and City staff would like to discuss with ODOT staff the design alternatives for the NE Marine Drive/ Union Ave. intersection which we have previously submitted.

The DEIS discusses the impact of project alternatives on "local trips." Staff assumes that this category is intended to cover access to the I-5 freeway from local businesses and industries. While Hayden Island local access needs are discussed, further discussion of access for distribution and truck repair firms along Vancouver Way and N. Marine Drive, including those businesses adjacent to the freeway likely facing some purchase of property, should be included in the FEIS.

Finally, at one of the recent Technical Advisory Committee meetings there was discussion of added lanes for I-5 regardless of the alternative chosen for this project. No discussion of this element appeared in the DEIS. City staff would like to know if this is still proposed, and what impact the added lanes would have on transit flexibility.

City staff appreciates the opportunity to review the Draft Environmental Impact Statement and to be a part of the Technical Advisory Committee for this project. If you have questions regarding our concerns, please call me at 248-4254.

Sincerely,

Steve Dotterrer
City Planner

SD:hj

cc: Ernie Munch
Laurel Wentworth
Dave Hill
Mike Bauer

Port of Portland
Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

July 20, 1979

Mr. Robert Bothman
Metropolitan Administrator
Oregon Department of Transportation
5821 N.E. Gleason Street
Portland, OR 97213

JANTZEN BEACH - DELTA PARK INTERCHANGE (I-5)
DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Port of Portland would like to express its support for the Jantzen Beach--Delta Park interchange improvements on Interstate 5. The project meets its central objective which is to improve through freeway movements while maintaining good access at interchanges. Most importantly, by rebuilding the Oregon Slough Bridge, two added lanes of capacity will be provided to serve the vital regional connection between Oregon and Washington. The Marine Drive/Union Avenue interchange is part of the major access route to and from the Rivergate Industrial District. The project will ensure that present and future industrial and marine developments have high-quality connections to the regional highway system.

We have reviewed the two alternative proposals for the Marine/Union interchange. The schemes are quite similar and an ODOT report ("Slough Bridge Project Ramp Terminal Analysis," July 3, 1979) indicates that both alternatives could handle up to 1,750 peak hour vehicles moving from West Marine Drive to Interstate 5 Northbound. This capacity should be adequate to meet the evening peak hour flows that will be generated from Rivergate and other North Portland traffic.

Though more expensive than Alternate A, Alternative B includes two desirable features. Alternative B provides a new direct Union to West Marine connecting roadway. This link is recommended in the Port's Rivergate Policy and Development Plan (1976) and we favor its inclusion in the project. Alternative B also provides enough space to build a possible future transitway HOV lane on Interstate 5. Regional transportation planning work is still examining if and/or when such a transitway HOV lane is needed. It appears desirable, however, to preserve the flexibility to accommodate a transitway HOV lane in the project design.

The Port has appreciated the opportunity to serve on the technical advisory committee for this project. Please include this letter in the hearing record of the Draft Environmental Impact Statement.

Lloyd Anderson
Executive Director

PL27G-R

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

July 20, 1979

Mr. Gary Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon 97310

Dear Mr. Potter:

The DEIS for the Jantzen Beach-Delta Park Interchange (I-5) has been circulated among Tri-Met planning staff members. Comments on the alternatives were most favorable to Alternative Plan B, which more comprehensively re-designs the Union/West Marine Interchange, as being most supportive of trnasit. This alternative would have the immediate benefit when completed of making service on Marine Drive and Denver Avenue more effective.

In addition, it increases opportunities for future expansion of transit by modifying the interchange structure. Alternative A helps with bus service on Denver Avenue, but is not as effective for Marine Drive.

The No-build Alternative provides no benefits for transit service.

I would also like to express a concern about the effects of ramp metering on these interchanges and the rest of I-5. If it is possible to include provisions for transit bypassing the meters, I would suggest this be examined. It would make transit a more attractive alternative and eliminate some scheduling difficulties that might arise when metering is implemented.

I appreciate this opportunity to comment on the project. Please do not hesitate to contact me with any questions.

Sincerely,

Steven Fisher

Steven Fisher
Regional Planning Coordinator

SF:dp

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

July 30, 1979

Mr. Gary Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon 97310

Dear Mr. Potter:

In my letter of July 20, commenting on the DEIS for the Jantzen Beach/Delta Park interchange, I expressed a concern about the effects of ramp metering on transit.

Since then it has been brought to my attention that these concerns are being addressed by ODOT as bus and carpool bypass lanes are being examined for inclusion in the ramp metering project. Implementation of this measure will increase the viability of I-5 as a major transit corridor.

Again, I appreciate this opportunity to comment on the project. Please contact me if there are any questions.

Sincerely,

Steven Fisher

Steven Fisher
Regional Coordinator

SF:dp

Cc: Paul Bay

CLARK COUNTY PUBLIC WORKS
P. O. Box 5000
1408 Franklin Street
Vancouver, Washington 98663

July 25, 1979

Robert N. Bothman, Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

RE: Jantzen Beach - Delta Park Interchange Project
Public Hearing Testimony

Dear Mr. Bothman:

As a public works department we are very interested in providing the best and most efficient transportation services to the citizens of Clark County. The local elected officials as well as staff have been active in the past in addressing various regional transportation issues including the efforts to improve traffic circulation in the I-5 corridor. For this reason, it is with interest and approval that we review the planned improvements in the Oregon Slough vicinity.

The Jantzen Beach - Delta Park Interchange plans appear to be an effective step forward in providing a more livable environment for communities on both sides of the Columbia River. The level of service to autos, trucks and transit will certainly be improved and attendant environmental considerations such as noise, air and water quality will be benefited.

Plan B appears to be the most desirable to us as it improves the horizontal alignment of I-5 at the south end of the slough bridges In the past the substandard curvature has caused overturning accidents resulting in blockages and long delays. If future development of light-rail transit occurs it would also benefit from the smaller degree of curvature.

In conclusion we would like to see the project implementation move ahead as quickly as possible. This project and the

RE: Jantzen Beach - Delta Park Interchange Project
Public Hearing Testimony

proposed ramp metering are recognized as positive steps to reducing the problems identified in the I-5 corridor.

Sincerely,

JERRY M. FAY, P.E.
Director of Public Works

JMF:CAN:dm

cc: Commissioner Kearney
Commissioner Frickelton
Commissioner McKibbin

HAYDEN ISLAND INC

HIGHWAY (5) AT JANTZEN BEACH • PORTLAND, OREGON 97217 • PHONE 283-4111

July 23, 1979

Robert Bothman
Metro Administrator
Oregon Dept. of Transportation
5821 NE Glisan St.
Portland, Oregon 97213

RE: Jantzen Beach - Delta Park
Interchange I-5 EIS

Dear Mr. Bothman:

This letter is submitted as part of the formal record on the Environmental Impact Statement of the referenced project. We have reviewed both the EIS and the Technical appendices and make the following comments, observations, and suggestions.

As would be expected, our major concern with all of the proposed plans revolves around the ramp metering proposed for the north bound on-ramp from Hayden Island. We feel this ramp metering scheme is unjustified for the following reasons;

1) It effectively amends the Comprehensive Plan of Multnomah County without addressing the State planning guidelines or following the state mandated planning procedure. This effective amendment of the Comprehensive Plan occurs as a result of reducing the design capacity of the on-ramp which was a major determinate in the carrying capacity for the land uses forecasted for Hayden Island in the Comprehensive Plan. The County went through the state required hearings process and the Board of Commissioners adopted the plan and associated transportation elements setting the limits of development for the Island. The State,via the ODOT slough bridge proposal, is now effectively amending that plan without addressing the legally required criteria.

2) The proposed ramp metering is discriminatory in that it is only proposed for Hayden Island on-ramps which only contribute 14% of the traffic on I-5 at pm peak while allowing the other on-ramps to the south to Delta Park go unrestrained which contribute 54% of the traffic on the freeway in the project area.

(See figure 1-6 in appendices to EIS).

Denver Ave.....	770	vehicles	per	hr.	(pm peak)	
Union Marine Dr..	1030	"	"	"	"	
Marine Dr. (west)	870	"	"	"	"	
	2670			$\frac{2670}{4890}$ =	54%	
Hayden Island	700			$\frac{700}{4900}$ =	14%	

It is false logic to attempt to monitor local traffic onto a freeway by ramp metering only 14% of the total traffic while allowing the bulk (54%) to come onto the freeway unrestrained.

3. One of the stated objectives of ramp metering is to force vehicles to use alternate routes. This objective cannot be achieved within the project section since all the alternate routes are within the project and end up at the same place: the I-5 Columbia River bridge. This alternate route objective is also not met in the case of Hayden Island since the island is in fact an island and there are no other alternate routes except as mentioned in item #4 below.

4. Ramp metering the on-ramp north from Hayden Island is likely to produce some undesirable traffic patterns by people frustrated at the metering seeking access to the freeway north by using the south bound ramp to I-5 and then looping on the Marine Drive exit back to the freeway via the Marine Drive on ramp from Marine Dr. west. This is not an unrealistic option for people unwilling to tolerate the queues that would form behind the ramp metering as referenced in the EIS. These queues will also restrict emergency vehicles access to I-5 as well as their inter-island access due to congestion on roads adjacent to I-5 ramps.

5. Ramp metering the on-ramps at Hayden Island conflicts with local and regional land use planning policies and methodologies aimed at containing urban growth because:

   a) The philosophy of promoting "through traffic" here makes it easier and more desirable to continue the suburban sprawl in Clark County.

   b) The restricted access to Hayden Island would force many people to continue driving further south to seek places of employment which increase home-work trip length and energy consumption. This also increases traffic counts on the freeway to the south.

   c) The people of Oregon end up financing, via the State's share, a project which primarily benefits Washington residents and promotes sprawl in that state at the expense of new housing in the Portland Urban area. This results in a loss of property tax

revenue as well as a misappropriation of tax dollars.

d) It discriminates against people working on Hayden Island by giving access preference to people living in the sprawl of Clark County suburbia and working south of Delta Park by identifying them as "through" traffic. (See page 6 of the EIS).

e) The EIS lists as "design objectives developed by the TAC/CAC" to include ramp metering at Jantzen Beach north bound on-ramp. (Page 6 and 7 of the EIS.) This is in error in two respects:

1) To our knowledge, the TAC/CAC did not actually adopt this specifically as an objective and ramp metering was discussed only as being a possible technique for all north bound on-ramps in the project area. (Union, Denver, Marine Dr., etc.)

2) The TAC/CAC, through discussion, acknowledged that, as in any planning program, specific solutions, such as specific ramp metering, are not objectives but rather premature solutions to yet unidentified problems. The other stated objectives more closely resemble planning objectives since they do not cite specific or isolated solutions.

f) The problems identified on page 4 of the EIS for other on-ramps in the project area are the same for the Jantzen Beach on-ramps yet no ramp metering is proposed for these other ramp accesses.

g) 40% of the north-bound traffic on the slough bridge has come from the local streets to the south within the project area (Denver Ave., Union, Marine Dr. etc.) which are major contributors to the whole congestion problem stimulating this entire project. According to fig. 1-5 of the Appendices these local streets add 21,000 vehicles north-bound per day to the 37,500 ADT shown on that exhibit while Hayden Island actually removes traffic north-bound of about 2,100 vehicles. This 2,100 vehicles represents capacity made available for the I-5 bridge for the benefit of the people to the south. If ramp metering changes travel characterisitics or patterns, it is conceivable that some of these 2,100 trips may elect to stay on the I-5 freeway north-bound as a result of the delays inherent or implied in the ramp metering. This could produce unanticipated increases in the traffic volumes on the I-5 bridge which has not been addressed in the EIS.

While this letter does not portend to be a comprehensive list of deficiencies in the EIS and the actual proposals, it does outline sufficient highlights of basic problems that need resolving before the project can be finalized or before the EIS can be completed.

We are having our traffic engineering consultant re-analyze Hayden Island's traffic characteristics and reserve the right to submit that additional material as it becomes available.

Sincerely yours,

L.W. Buell
President
Hayden Island Inc.

jmb

SAFEWAY STORES, INCORPORATED

16300 S.E. Evelyn, P.O. Box 523, Clackamas, Oregon 97015

July 23, 1979

Don Fantz
OREGON DEPARTMENT OF TRANSPORTATION
Metro Branch
5821 N. E. Glisan
Portland, OR 97213

Safeway Store No. 356
11920 N. Union
Portland, Oregon

Dear Mr. Fantz:

Reference is made to the proposed improvements to I-5 at Jantzen Beach.

Please send us a copy of the Draft Environmental Impact Statement for this project.

From the sketches available at the July 19, 1979 hearing, it was not possible to determine exactly what effect the proposed additional lane to the northbound off-ramp would have on our parking lot. However, we comment on the project as follows:

First, it appears that the bridge widening can proceed without the additional capacity to the northbound off-ramp and we so recommend. This taking seems unjustified and it would be unnecessarily disruptive to existing businesses.

If, however, the additional northbound off-ramp capacity must be provided, it should be accomplished in the existing right-of-way. The slight flattening of this curve is not sufficiently beneficial to warrant the taking of valuable and needed parking.

Finally, if the lane must be added, and if it cannot be accomplished in the existing right-of-way, then the taking should be restricted to a very minimum width, say five or ten feet rather than the 40 or 50 feet, which seems to be indicated.

Please take these comments and suggestions into consideration before making final your plan and also make every effort to eliminate or at least minimize the taking along our frontage.

Very truly yours,

SAFEWAY STORES, INCORPORATED

JMoore

John W. Moore, Property Manager

JWM:cab

WADDLE'S RESTAURANT
9020 NE VANCOUVER WAY
PORTLAND, OREGON 97211

JULY 17, 1979

ROBERT N. BOTHMAN, ADM.
METROPOLITAN SECTION
DEPARTMENT OF TRANSPORTATION
5821 NE GLISAN STREET
PORTLAND, OREGON 97213

DEAR MR. BOTHMAN:

PLEASE BE ADVISED THAT I REVIEWED YOUR PLANS TO WIDEN THE SLOUGH BRIDGE AT HAYDEN ISLAND TO ACCOMODATE THE ADDITION OF MORE AUTO LANES AND A BICYCLE RAMP IN AN ENDEAVOR TO ALLEVIATE SOME OF THE TRAFFIC CONGESTION THAT EXISTS IN THAT AREA.

I WAS DISTURBED TO SEE THAT AT THE NORTHERLY END OF THAT BRIDGE YOUR PROPOSED "RIGHT OF WAY" CUTS THROUGH THE WEST SIDE OF OUR RESTAURANT BUILDING! I HOPE THAT YOU RECONSIDER THIS ROUTE, AS TO FOLLOW THIS PLAN WOULD QUITE POSSIBLY PUT US OUT OF BUSINESS OR AT BEST CAUSE AN EXTENDED CLOSURE FOR EXPENSIVE RENNOVATIONS AND REPAIRS.

IN OUR CONVERSATION, WE DISCUSSED AN ALTERNATIVE TO PLAN A OR B THAT WOULD ACCOMPLISH YOUR GOALS, BE LESS COSTLY TO THE STATE, AND MAKE IT POSSIBLE FOR OUR BUILDING TO REMAIN UNTOUCHED. I THEREFORE PROPOSE THAT YOU EXTEND THE NORTH BOUND LANES A FEW FEET MORE BEFORE BEGINNING YOUR TURNOFF CURVE TO HAYDEN ISLAND. ALSO THE FOOTINGS FOR THE PROPOSED RETAINING WALL AT THAT POINT COULD BE TURNED INWARD TOWARD THE HIGHWAY INSTEAD OF OUTWARD INTO THE DINING AREA OF WADDLE'S MY ONLY EXPENSES WOULD BE TO RENNOVATE THAT SIDE OF THE BUILDING TO COMPENSATE FOR THE LOSS OF OUTSIDE LIGHT AND MAKETHE ROOF AESTHETICALLY ATTRACTIVE TO THE CLOSE-BY TRAFFIC. THE COST WOULD BE MINIMAL AND OUR RESTAURANT COULD CONTINUE TO OPERATE.

PLEASE BEAR IN MIND THAT WE ARE A LOCALLY OWNED TAX PAYING FAMILY BUSINESS WITH 60 EMPLOYEES OCCUPYING THIS SITE SINCE 1945 MAKING US THE OLDEST TENANTS OF HAYDEN ISLAND. AS SUCH, WE HAVE BECOME AN INSTITUTION TO CUSTOMERS FROM OREGON AND WASHINGTON WHO HAVE COME TO DEPEND ON US FOR FOOD AND SERVICE.

ALL OF US WOULD APPRECIATE YOUR CONSIDERATION.

YOURS TRULY,

RUSSELL WADDLE, OWNER
WADDLE'S RESTAURANT

RW:NW

STEFFANOFF,
HORNING &
ASSOCIATES
909 N TOMAHAWK ISLAND DRIVE
PORTLAND OREGON 97217 283-5851
LAND USE PLANNING AND DESIGN

July 20, 1979

Robert Bothman
Metro Administrator
Oregon Dept. of Transportation
5821 NE Glisan St.
Portland, Oregon 97213

RE: Jantzen Beach - Delta Park
Interchange I-5 EIS

Dear Mr. Bothman:

This letter is written on behalf of our client, Everett Merritt, to be included as part of the formal record on the Environmental Impact Statement for the referenced project. We have reviewed the EIS report and attendant technical appendices with Mr. Merritt, and he has asked us to convey the following concerns and comments to you:

1) As drafted, Plan A is the more acceptable of the two build alternatives as it only affects his property in the area of the bikeway.

2) Plan B results in either a north or south alternative for on ramps north to I-5 from Marine Drive which would severely compromise his property via right of way acquisitions. (Fig. 21 in the EIS report). The southern alternate is less damaging to the Merritt property but would destroy significant parking and likely compromise his existing building via retaining walls inherent in this south alternate ramp scheme.

The north alternative on ramp scheme is even more serious as it would bifurcate his site and separate storage of truck trailers from the actual assembly shop. This would effectively destroy the entire operation unless the OSHD were to permit Merritt to somehow cross under, over, or on-grade to the east of this ramp to store equipment associated with his plant operation. (We assume the OSHD would not permit an on-grade crossing and the EIS makes no reference to a grade separated crossing of the ramp).

If the OSHD selects Plan B, the southern ramp alternative is less damaging to the Merritt trucking plant. If the OSHD expects to implement the north alternative ramp, then grade separated crossings should be provided to allow the access to storage mentioned in item #2 above so as not to jeopardize the entire trailer manufacturing and storage operation. The EIS would need revising as it does not assess the impact of this proposed freeway element (north alternative) in the Merritt trucking manufacturing operation, nor does it assess the design modifications inherent in a grade separated crossing.

We anticipate that your assessment of this information will be to eliminate the north alternate element in the Plan B option.

We await your response.

Sincerely,

Nick Steffanoff, A.I.C.P.

Bill Horning, A.I.C.P.

cc: Everett Merritt
NS:jmb

ASSOCIATED YACHTS INC.

285-026

July 9, 1979

Don Fantz
Project Coordinator
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

To Whom it may concern:

Proposed improvements to I-5 between the Jantzen Beach and Delta Park Interchange.

Plan A - appears to have the least impact on our present location and property. However I'm unable to tell how much if any of our existing moorage would be affected. It is my position that any major change to our property would ruin or greatly change our on going business operations and would expect to be compensated for whatever immediate or long term loses might occur.

Sincerely,

Marc Sprague Property Owner.

Marc E. Sprague
Owner

1441 NORTH MARINE DR., PORTLAND, OREGON • 97217

B. Correspondence

APPENDIX A

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

March 30, 1979

Mr. Pieter Dykman
Research Coordinator
412 ODOT Building
Salem, OR 97310

ATTENTION: Maxine Banks

Dear Mr. Dykman:

Re: Jantzen Beach - Delta Park Interchange
Multnomah County

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After careful review of the report of the survey carried out within the project area, our office can offer the following comments.

We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We note that potential for discovery of archeological sites in the project area has been eliminated by extensive development and construction prior to the proposed project.

We feel that Public Law 89-665 and Executive Order 11593 have been adequately addressed.

Thank you for the opportunity to comment.

Sincerely,

David G. Talbot

David G. Talbot
State Historic Preservation Officer

DGT:EP

C. Resolution

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of Approving a Jantzen Beach - Delta Park/I-5 Interchange Project Alternative.

R E S O L U T I O N

WHEREAS, the Multnomah County Board of Commissioners in 1976 requested the Oregon Department of Transportation to implement widening of the Oregon Slough Bridge; and

WHEREAS, Oregon Department of Transportation has completed a Draft Environmental Impact Statement and held a public hearing to arrive at a project design; and

WHEREAS, the Plan B modified design is consistent with the Multnomah County Comprehensive Framework Plan and the City of Portland Arterial Streets Plan; now, therefore,

BE IT RESOLVED, the Multnomah County Board of Commissioners approves the modified version of Plan B, as explained in the September, 1979 Hearing Study Report, I-5/Jantzen Beach - Delta Park Interchange as the build alternative to be constructed.

THIS APPROVAL is predicated upon designing satisfactory access for the Expo Center to Swift Highway.

October 4, 1979

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By Carl Burnham
Presiding Officer

APPROVED AS TO FORM:

JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

By John B. Leahy

RESOLUTION 32520

WHEREAS, the Columbia Region Association of Governments, after a study involving affected local jurisdictions, recommended that the Oregon Department of Transportation (Resolution BD 770706) "proceed with the design of the Oregon Slough Bridge on I-5...;" and

WHEREAS, the City of Portland has participated in a cooperative planning effort with the Oregon Department of Transportation, the Metropolitan Service District, Tri-Met, and the Port of Portland and others to improve transportation along I-5 south of Hayden Island; and

WHEREAS, the Oregon Department of Transportation has prepared alternative plans and prepared an Environmental Impact Statement, and held a public hearing on those alternatives; and

WHEREAS, the public generally supported Alternative B, but suggested modifications; and

WHEREAS, ODOT has recommended Alternative B, modified to incorporate the public's suggestions, and requested City of Portland concurrence in this recommendation; NOW, THEREFORE, BE IT

RESOLVED, that the City Council recommends that ODOT proceed with final design and construction of Jantzen Beach to North Delta Park Interchange I-5 Project, Alternative B (modified), as shown on the map attached to the original only of this resolution and by this reference made a part hereof, however, this resolution does not necessarily indicate support of or willingness to accept ramp metering within the city limits of Portland.

Adopted by the Council OCT 10 1979

Auditor of the City of Portland

Commissioner Lindberg

ML:SD:db:hmc

Ocotber 3, 1979

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

APR 7 1980

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4-17 cap

Ms. Connie Kearney
Chairman, Regional Planning
Council of Clark County
P. O. Box 5000
Vancouver, Washington 98663

Dear Connie:

It is always good to get back to the Northwest and see old friends. The concerns you raise are important local matters, but I can offer very little in the way of solutions at this time.

I have checked on the difficulties of the Slough Bridge improvements that you mention only to find that the Oregon State Transportation Commission is using its prerogatives to determine its top Interstate priorities, that is, the remaining unfinished sections of I-205 in Portland and I-82 in eastern Oregon. Unfortunately, this work will use the State's annual apportionment through fiscal year 1983. My authority does not permit me to interfere with the State's right to designate the priority of projects.

The ramp metering system is scheduled to be completed in about a year. It has been used quite successfully by other States to alleviate some of the traffic congestion, and perhaps it will ease the situation at the Slough Bridge. In the meantime, the Oregon Department of Transportation is progressing with design of the Slough Bridge section.

I can only urge you to continue your efforts through meetings with the Oregon Transportation Commission and Vancouver officials to ensure a timely completion of the I-5 projects. A significant reduction in peak hour congestion on the I-5 bridge can be accomplished through expanded transit service, increased ridesharing, and the continued development of an industrial base in Vancouver. Recent figures from Metro in Portland suggest that the commuter shift to Clark County jobs by county residents is beginning.

Thank you for your letter, and if I can be of further assistance, please let me know.

Sincerely,

Neil Goldschmidt

GIONAL PLANNING COUNCIL
OF CLARK COUNTY

1408 Franklin St. p.o. box 5000
Vancouver, Wash. 98663
phone 1 206 699-2361

Executive Director
Richard T. Howsley

U.S. DEPT. OF
TRANSPORTATION
1980 MAR 12 AM 10: 54
OFFICE OF THE
EXECUTIVE SECRETARIAT

ACTION
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CONTROL NO.
422230
SIRS S-10

March 6, 1980

The Honorable Neil Goldschmidt
Secretary of Transportation
400 7th Street N. W.
Washington, D. C. 20590

Dear Neil:

It was a pleasure to see you again during your recent visit to Vancouver. As I mentioned to you at the February 22nd breakfast, we are gravely concerned over the Oregon Department of Transportation (ODOT) move to slip the timetable of Slough Bridge improvements. These improvements, in tandem with the ramp metering project, are essential to solving the worst bottleneck on the I-5 system.

As you know, we have been through many years of arduous effort to get to the point of actually implementing I-5 projects. The Washington Department of Transportation will have spent $150 million in the immediate two years (1979-80) on interchange improvements to match the committed work that must be done by ODOT.

We will continue meeting with Oregon Transportation Commission, its staff and other Oregon officials to ensure timely completion of all committed projects. We would like your assistance and support in this endeavor.

Sincerely,

Connie

Connie Kearney, Chairman
Regional Planning Council

CK:RH:my
cc: Michael Steward, Admin. Asst., Sen. Magnuson
Denny Miller, Admin. Asst., Sen. Jackson
Representative Mike McCormack
Mayor Connie McCready, City of Portland
Don Clark, Multnomah County Executive

PARTICIPATING AGENCIES clark county / city of vancouver / city of camas / city of washougal / town of ridgefield / city of battle ground / town of la center / town of yacolt / vancouver school district / evergreen school district / battle ground school district / clark county public utility district / vancouver housing authority / central labor council / port of vancouver / clark county sewer district no. 1 / clark soil and water conservation district / port of camas-washougal

TRA 16-1

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: W. J. Hart
Bridge Engineer

DATE: March 28, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Jantzen Beach - Delta Park Interchange Section
Pacific Highway, Multnomah County
Proposed Illumination

As requested, the subject project has been reviewed for illumination.

A copy of the necessary State Highway Engineer's approval is attached for illumination reconstruction to provide continuous freeway lighting with complete illumination at the interchange.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:jrb
cc w/attachment: H. S. Coulter ✓
E. S. Hunter
D. H. Moehring
J. H. Versteeg
D. R. Adams
E. L. Hardt

noted
H. S. COULTER

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TRA 16

ON 2/2
I-5, F.
& P. C

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: March 24, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Jantzen Beach - Delta Park Interchange Section
Pacific Highway, Multnomah County
Proposed Illumination

The subject project has been reviewed for roadway illumination using the "Guidelines for Illumination".

We now have continuous freeway lighting between Jantzen Beach and Delta Park interchanges.

With the proposal to widen Oregon Slough Bridge and to revise the interchange for additional lanes, we recommend that the illumination be reconstructed to provide continuous freeway lighting with complete illumination at the interchange.

We request your approval to include the proposed illumination reconstruction in the subject project.

L. E. George
Traffic Engineer

VLT:jrb

APPROVED
STATE HIGHWAY ENGINEER
DATE 3-26-80

3/26 orig. transmitted to George for file

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note added in may del. auth. report for HSC

March 25, 1980

The Honorable Connie Kearny
Clark County Commissioner
P. O. Box 5000
Vancouver, WA 98668

Dear Commissioner Kearny:

Today we adopted the Six-Year Highway Improvement Program but were unable to advance many needed projects due to a shortage of funds. We will, however, continue developmental work on many unfunded projects in order to take advantage of any additional discretionary monies that may be available.

The Department will continue to work with the State of Washington, Clark County and the City of Vancouver to improve the congestion in the Interstate 5 corridor. I appreciate your interest as well as your presence and comments at our last meeting.

Very truly yours,

Anthony Yturri
Chairman

RNB:ke jh
bc: F. B. Klaboe
R. W. Gormsen
H. S. Coulter
D. H. Moehring
R. N. Bothman
E. L. Hardt

OREGON TRANSPORTATION COMMISSION

Delegation Connie Kearney, Clark County Commissioner, Regional Planning Council, re Slough Bridge in the Hayden Island Area.

Date February 19, 1980

Time 2:45 p.m.

Name	City or Town	Capacity
Connie Kearney	Clark Co. Washington	Co. Commissioner
Dick Howsley	Executive Director	Clark Regional Planning Commission

CON 21-2

March 20, 1980

CON 21-1

Mr. W. A. Bulley
Secretary of Transportation
Department of Transportation
Highway Administration Building
Olympia, Washington 98504

Dear Bill:

We have reviewed and re-reviewed our priorities for undertaking work on the Interstate System. Our annual apportionment is now in the neighborhood of 40 million dollars and this amount just does not enable us to get at the many high priority needs as soon as we would like.

Our general priority is to undertake our uncompleted segments so that we can get traffic on them and obtain the benefits from what has been a considerable investment. Consequently, I-205 and I-82 are being pursued and use up most of the money available to us through FY 1983. After that date, we can consider the many other urgent needs. Incidently, both I-205 and I-82 connect with work that you have either completed or are in the process of doing.

We are going to undertake, later this year, a project on I-5 between Hayden Island and N.E. Broadway Street which we believe will help manage the traffic on the facility. It is a ramp metering project and should enable us to get at least maximum usage from the facility that is in place today.

We do intend to pursue our project development work so as to be in a position to take advantage of discretionary funds should those funds become available to us. If this were to happen, we may be in a position to do some of our important work earlier than anticipated; however, it is a little difficult to be overly optimistic about obtaining additional federal funds considering the current belt tightening activities in Washington, D. C.

I appreciate your concern and am sorry that we don't have the wherewithal to commit to an earlier construction date.

Sincerely,

LWR:pf jh
bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

F. B. Klaboe
Director

STATE OF
WASHINGTON

Dixy Lee Ray
Governor

DEPARTMENT OF TRANSPORTATION
Highway Administration Building, Olympia, Washington 98504 206/753-6005

March 3, 1980

Mr. Fred Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Dear Mr. Klaboe:

We are very concerned about the recent announcement to delay the reconstruction of Interstate 5 at the Slough Bridge and the Delta Park interchange.

As you are aware, the State of Washington has been concentrating on completion of Interstate 5, including the reconstruction of that portion in the Vancouver area to relieve the current traffic congestion problems that exist. Improvements south of the Interstate Bridge are necessary for the system to function as planned.

I fully appreciate the problem of less than adequate funding that all of us are facing today but improvements to Interstate 5 are needed to maintain any reasonable traffic flow between Portland and Vancouver. I would be interested in knowing if there is any possibility that through a review of the funding capabilities, the project could be moved to an earlier start date -- hopefully in 1981 or 1982. Those dates would be much more compatible with the work we have underway in Vancouver.

I will look forward to hearing from you regarding your plans.

Very truly yours,

W. A. BULLEY
Secretary of
Transportation

WAB:dc

cc: Julia Butler Hansen
R. L. Carroll

3/7 OK
do a pretty good job on
Interstate funding situation
in Oregon R.

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

March 19, 1980
IN REPLY REFER TO
HFO-OR/INQ-899

Richard J. Boyles, P.E.
6414 Firwood Drive
Vancouver, Washington 98665

Dear Mr. Boyles:

I have been asked to answer your letter of February 20 to Secretary of Transportation Neil Goldschmidt regarding funding of the Slough Bridge reconstruction on Interstate Route 5 between Portland, Oregon and Vancouver, Washington. You were concerned because the project has been delayed due to limited funding.

The Federal Government does not select highway projects nor build them. Instead, an apportionment of Federal-aid highway funds is made available to the States each year by legislative formulas to assist in their highway programs. Federal law (Section 145 of Title 23, United States Code) prohibits the Federal Government from infringing on the sovereign rights of the States to determine the priority of highway projects and which will be federally financed. Thus, we do not attempt to tell officials of the Oregon Department of Transportation which projects should be considered high in priority.

However, this office and the Oregon Department of Transportation are fully aware of the Interstate 5 operational problems that you refer to. Hopefully the ramp metering work will help alleviate some of the traffic congestion until the Slough Bridge reconstruction work can be funded.

For your information the State Transportation Commission has set initial construction on the remaining, unfinished Interstate routes, such as, Interstate Routes 205 in Portland and 82 in Eastern Oregon, as their top priority Interstate work. This work will use their annual Interstate fund apportionment through 1983. In the meantime, other work such as the Slough Bridge Section is being designed and stockpiled in case additional funds are released.

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Hopefully, this responds to your concerns. If you need more specific information I suggest you contact State Highway Engineer H. S. Coulter, of the Oregon State Department of Transportation. His address is State Highway Building, Salem, Oregon 97310.

Sincerely yours,

Original Signed By
G. L. Green
Division Administrator

G. L. Green
Division Administrator

cc:
OSHD (H S Coulter)
w/copy of ltr
dtd 2-20-80&
article and
copy of ltr
dtd 3-11-80
HRA-010
HNG-33

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAR 1 1 1980

REFER TO:
HNG-33

Richard J. Boyles, P.E.
6414 Firwood Drive
Vancouver, Washington 98665

Dear Mr. Boyles:

This will acknowledge receipt of your letter of February 20 to Secretary of Transportation Neil Goldschmidt concerning funding of the Slough bridge reconstruction on the Interstate 5 corridor between Portland, Oregon, and Vancouver, Washington.

Since we do not have detailed information on this bridge in our Washington Headquarters, we are forwarding your letter to our field office in Olympia. They will respond further to your inquiry as soon as possible.

Sincerely yours,

F. D. Sears

Frank D. Sears
For: Chief, Bridge Division

U.S. DEPT OF TRANSPORTATION
1980 FEB 25 PM 3:42

February 20, 1980

Neil Goldschmidt
Secretary of Transportation
NASSIF Bldg., Rm. 10200
400 7th St. S.W.
Washington, D.C. 20590

ACTION
is assigned to
CONTROL NO
433165
SIRS S-10

Dear Mr. Goldschmidt:

I was very disappointed to hear that funding was being delayed for the Slough Bridge reconstruction on the I-5 corridor between Portland, Oregon and Vancouver, Washington. For your reference I have made a copy of an editorial from the Vancouver "Columbian" dated February 15, 1980.

I ask you to please give this project your consideration for funding as soon as possible. As I understand, the plans and specifications are complete. The ramp metering system that will be complete in about a year will help, but is certainly not the complete solution to the biggest bottleneck in the I-5 system. I believe the third bridge concept is a very viable solution, especially if reconstruction of the Oregon side of the I-5 corridor is further delayed.

This is a <u>regional</u> problem and should have cooperation of both states involved. I am sure this project and possibly a third bridge would have been built years ago if there were only one state involved.

The I-5 traffic congestion will continue, lives will be lost and air pollution will become more prevalent the longer this problem is ignored. Further delays will only compound the problems.

I ask for your complete bipartisan consideration of this project. I would appreciate hearing from you on this subject.

Sincerely,

Richard J. Boyles

Richard J. Boyles, P.E.
6414 Firwood Dr.
Vancouver, Washington 98665

cc: Senator Al Henry
Commissioner Connie Kearney, Clark County

Don't delay Slough Bridge work

Last week an editorial on this page suggested that, while a proposal for a third Columbia River highway crossing seemed to be a shot in the dark, efforts in behalf of such a project might move Oregon officials to act more quickly to eliminate some of the bottlenecks in the present I-5 corridor. It appeared, just a week ago, that plans were progressing on Slough bridge improvements and a ramp-metering system.

We were too optimistic.

The ramp-metering plans have been approved by the Portland City Council. Come next Christmas, commuters using the I-5 freeway in Oregon should get a welcome present from the Oregon Department of Transportation in the form of a 15-minute reduction in rush-hour travel time between downtown Portland and the Interstate Bridge. The new system, which has been used successfully in other states, should alleviate some of the friction at freeway on-ramps, allowing traffic to flow more smoothly.

Things aren't progressing nearly so well on the Slough Bridge reconstruction project which was to have been started next year. Clark County and Washington Department of Transportation officials were told last week there could be as much as a three-year delay.

Plans for the major construction project, which would include rebuilding the tangle of on-ramps and off-ramps between Delta Park and Jantzen Beach, have been completed. But Oregon highway officials say the federal government hasn't given them enough money to complete the work soon.

The combination of ramp-metering and Slough Bridge reconstruction could have eliminated most of the congestion on the aging freeway, reducing fuel consumption and air pollution. It also might have eliminated the need for an expensive third bridge.

But ramp-metering by itself is not a cure-all. It will ease some congestion. It will not eliminate traffic-paralyzing accidents caused by the poorly planned section of freeway south of the Interstate Bridge. It will not allow the freeway to handle efficiently the expected increases in traffic flow, increases which are expected even with the completion of the new I-205 bridge east of Vancouver.

Clark County efforts should turn from pursuit of a third bridge to solving the problem in the present corridor. Oregon officials, after years of prodding from the Washington side of the Columbia River, have appeared willing to consider solutions. They've designated the I-5 corridor as the highest priority in the metropolitan area.

They must be urged to move quickly on the Slough Bridge project as well as ramp-metering. They need support in persuading Transportation Secretary Neil Goldschmidt, the former Portland mayor, to provide money to solve the biggest bottleneck in an interstate highway that stretches from Mexico to Canada.

March 13, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Final EIS
Jantzen Beach-Delta Park Interchange
Pacific Highway -- I-5
Multnomah County

The Highway Division has received the transmittal dated March 5, 1980 from your Region Office forwarding the approved title sheet for the subject FEIS. The letter further states that the approval is subject to the following adjustments:

"1. Table 25 indicates eight businesses will be affected by the project. Please indicate on the table if each business is owned by a minority or nonminority."

"2. If any of the businesses have to be relocated, particularly water related activities, please indicate on Table 25 the general area where potential sites are available for relocation."

In order to make these "adjustments", a staff member from the Environmental Section and a Metro Right-of-Way agent spent Monday, March 10, in the project area interviewing the affected businesses. As a result, Table 25 has been slightly modified to comply with the wishes of your Region Office. I am attaching a copy of the table for your approval so we may continue with the printing of the Final EIS.

As you can see from the table, only one business displacement can be identified for certain. With the exception of one business we could not contact, it was determined that none of the businesses were minority operated. Ownerships are not known

for sure, but none are suspected to be minority owned. Contact with the two businesses that will suffer moorage losses indicate no problems are expected in relocation of the docks and moorages.

I have several concerns about this request. The first is that your office has recently expressed increasing alarm about high preliminary engineering costs, yet the detail asked for in approving the subject FEIS is an element which clearly belongs in the final design and right-of-way acquisition phase of the project. This one request seems to highlight very clearly the conflicting expectations from the Federal Highway Administration in terms of preliminary engineering costs and level of detail expected in final statements.

The second concern I have is time. The subject FEIS was submitted on January 2, 1980 to your office for approval. An opinion that the FEIS was legally sufficient was issued on February 5, 1980. Yet, on March 5, 1980, we receive the letter asking for additional information.

Please inform us if the table as revised is acceptable so we can print and distribute the FEIS.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachment

bc H. S. Coulter (enc.)
D. H. Moehring "
J. H. Versteeg "
J. B. Boyd "
Gary Potter
R. N. Bothman "

GAP:lb ja

TABLE 25

BUSINESS PROPERTIES LOCATED WITHIN PROJECT RIGHT-OF-WAY
AND TEMPORARY EASEMENTS

Business Affected	Nature of Effect	Minority Operated
Pacific Dry Dock Inc. (Oregon Slough-So. Shore)	Land and portion of building Probable business displacement	No
Schooner Creek (Oregon Slough-So. Shore)	Possibly small portion of bldg. Business displacement unlikely	No
Yankee Harbour (Oregon Slough-So. Shore)	Possible displacement of boat moorings. Boat elevator acquisition. Replacement moorings are available adjacent to business.	No
Northwest Custom Boats	Land acquisition--loss of several parking spaces.	Not determined at this time.
Merritt Automotice and Welding Service, and Merritt Equipment Co. (No. Union Avenue) (a)	Land acquisition--storage areas only.	No
Harry White's Marine Services (Oregon Slough-No. Side)	Temporary boat moorage displacement	No
Waddles Restaurant (Hayden Island--East)	Two parkings spaces--possible modification of traffic circulation	No
Safeway Store (Hayden Island-East)	Parking Spaces--land acquisition	No
Commercial Building (Hayden Island-West) (b)	Land acquisition--<u>rear of building</u>	
Liquor Store	None apparent	No
M.T. Bottle & Deli	Eliminate Delivery Entrance, Possible displacement	No
Quick Tan Travel Agency	Possibly Eliminate Delivery Entrance No apparent displacement.	No

[a] For purposes of this analysis, the two Merritt companies are treated as one business, since both fall under common ownership.

[b] The portion of the commercial building affected includes three separate businesses and will be treated as such in this analysis.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: March 5, 1980

In reply refer to: HED-010.5

SUBJECT: FEIS
Jantzen Beach - Delta Park
I-5 Interchange

FROM : Director, Office of Environment and Design
Region 10

TO : Mr. Glen L. Green
Division Administrator
Salem, Oregon

Attached is the title sheet to the subject FEIS which I signed today, subject to the following adjustments.

1. Table 25 indicates eight businesses will be affected by the project. Please indicate on the table if each business is owned by a minority or nonminority.

2. If any of the businesses have to be relocated, particularly the water related activities, please indicate on Table 25 the general area where potential sites are available for relocation.

Also, attached is a copy of Mr. Zotter's February 5, 1980 legal sufficiency.

Roger K. Scott

Roger K. Scott

Attachment

RECEIVED
ENVIRONMENTAL SECTION
MAR 10 1980

Referred to
Proj. Coord. ✓ Manager
Eng. Coord. Res. Coord.
Sec. Adm. Asst.
File

RECEIVED
MAR 6 1980
OREGON DIVISION

let's review the table as soon as Mike has revised.
Thanks

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: February 5, 1980

SUBJECT: FEIS - I-5, Jantzen Beach - Delta Park Section

In reply refer to: HRC-010

FROM : Assistant Regional Counsel
Region 10

TO : Mr. Roger K. Scott, Director
Office of Environment and Design
HED-010.5

We have reviewed the subject FEIS regarding the proposed reconstruction of I-5 between the Union Avenue/West Marine Drive and the Hayden Island interchanges and find it legally sufficient.

James F. Zotter

cc: Oregon Division
Irwin L. Schroeder (HCC-40)

STATE OF OREGON

INTER-OFFICE MEMO

TO: D. H. MOEHRING
Project Management

DATE: February 28, 1980

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: PROPOSED SIX YEAR HIGHWAY IMPROVEMENT PROGRAM

I've just reviewed Bob Bothman's February 25 letter to you regarding the Region's priorities for the proposed Six Year Program.

Bob's letter followed a meeting between he, Don Adams, and I, at which time we discussed the Region's priorities for projects and I am in agreement with his comments with one exception.

From my perspective the Region's top Interstate project should be the N. Tigard-S. Tigard project, as opposed to the Jantzen Beach-Delta Park Interchange. Both are extremely important for the safe and efficient operation of the Interstate system through Portland, however, I view the Tigard project as more critical. We have a severe problem there with overturned trucks on the southbound downgrade, which cause massive traffic backups. Additionally, this is a "bottleneck" section where we narrow from six lanes to four lanes through about a one mile section. The project is virtually ready for PS&E and should be pushed vigorously.

Jantzen Beach-Delta Park Interchange section is very troublesome to us because of several operational problems. We have, however, recently completed a project to increase the safety of the median railing, which should eliminate the severe accidents which we've had there recently. This section suffers from capacity deficiency which needs to be corrected, but in my view does not have the accident problem that the Tigard project has.

Other than the above, I agree with Mr. Bothman's priorities for the upcoming Six Year Program.

ELH/cr
cc F. B. Klaboe
H. S. Coulter
L. W. Rulien
R. N. Bothman

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25-1387

MSD METROPOLITAN SERVICE DISTRICT
527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

February 15, 1980

MA PDM PDE TSE SPC
ODOT - METRO
FEB 15 1980
AM PPS FILE MA

Mr. Robert Bothman
Administrator
ODOT - Metro
5821 N.E. Glisan
Portland, Oregon 97213

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding
Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Dear Bob:

We wish to convey our concern relative to Interstate funding problems and proposed schedule cut backs. We are particularly concerned with delays proposed for projects affecting the I-5N corridor.

Interstate funding issues were discussed at the JPACT meeting on February 14. At that meeting, Clark County and Washington State Department of Transportation expressed major concerns about delays on the Slough Bridge project. As you know, they have proceeded with major improvements to I-5 north of the Interstate Bridge in anticipation of improvements to be made on the Oregon side. The enclosed resolution was recommended by JPACT to the Metro Council. The resolution recommends priorities for Interstate projects in the Portland region. It was adopted unanimously by the Metro Council at their meeting on February 14, 1980.

We would appreciate your forwarding the resolution to the Oregon Transportation Commission and stressing the extreme importance of keeping the Slough Bridge project on schedule.

If we can be of further assistance in this important matter please let us know.

Sincerely,

Rick Gustafson
Executive Officer

RG:KT:pj

cc: JPACT Members

Certified A True Copy of the Original Thereof
Mary E. Castle
Clerk of the Council

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING REGIONAL PRIORITIES FOR INTERSTATE FUNDS	RESOLUTION NO. 80-129 Introduced by the Joint Policy Advisory Committee on Transportation

WHEREAS, The Oregon Transportation Commission is considering the State's Six-Year Highway Improvement Program; and

WHEREAS, The proposed Six-Year Highway Improvement Program identifies severe delays for Interstate funding of the I-5 Interstate Bridge/Vancouver Bridge reconstruction (TSM), I-5 East Marquam Interchange, I-5 Jantzen Beach/Delta Park (Columbia Slough Bridge), I-5 North Tigard/South Tigard Interchange and I-84, N.E. 117th Ave./N.E. 181st Ave. projects; and

WHEREAS, The I-5 North is an extremely important transportation facility for both commerce and passenger travel and is considered a priority corridor in the bi-state region; and

WHEREAS, Very severe traffic congestion and delays are being experienced in this I-5 corridor and the projects being delayed are critical for improving corridor problems; and

WHEREAS, The Joint Policy Advisory Committee on Transportation (JPACT) has recommended that Metro express its concern in delaying these priority projects to the Oregon Transportation Commission; now, therefore,

BE IT RESOLVED,

1. That the Oregon Transportation Commission is requested to retain the I-5 projects as priorities.

2. That the Oregon Transportation Commission maintain the current schedule on the Jantzen Beach/Delta Park project as the first priority.

3. That the North Tigard/South Tigard Interchange is the second priority.

4. That the Executive Officer is directed to transmit Metro's concern to the Oregon Transportation Commission for consideration at the Commission's February 19, 1980 meeting.

ADOPTED by the Council of the Metropolitan Service District this 14th day of February, 1980.

/s/ Marjorie M. Kafoury
Presiding Officer

/gl
7027/92

12-79

Ore. Slough Bridges

Noise Study Report
Jantzen Beach-Delta Park Interchange
Pacific Highway (I-5)
Multnomah County

Verstee
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ROAD DESIGN
SECTION
Bring Up
Action
Copy

Prepared by:
Oregon Department of Transportation
Environmental Section
Technical Services Branch
December 1979

ENV06.MB

PROJECT DESCRIPTION

The proposed project is located at the northern limits of the City of Portland in Multnomah County, Oregon (see Figure 1). The project extends 1.2 miles along I-5, from Denver Avenue on the south to the Jantzen Beach interchange on the north. I-5 traverses parkland, interchanges with Union Avenue and Marine Drive, spans the Oregon Slough, and passes through commercial and tourist developments on Hayden Island. I-5 is the primary highway connecting western Oregon and Washington, and provides the only direct commuter link between Vancouver, Washington, and Portland, Oregon, until I-205 is opened in 1982. It is the most heavily traveled north-south artery in Portland. Local development, particularly on Hayden Island, has generated greater local traffic (vehicular trips beginning or terminating in the study area) thereby reducing the capacity of I-5 to accommodate regional (metropolitan Portland) and interregional through traffic.

The proposed Jantzen Beach-Delta Park Interchange project involves upgrading that part of Interstate 5 (I-5) immediately south of the Columbia River to interstate highway standards. The project is intended to achieve the following: give through traffic priority over local traffic to reduce congestion and thereby move traffic more efficiently; add auxiliary lanes to account for merging and weaving; improve traffic safety; and accommodate future opportunities for transit service.

The proposed project would consist of the following:

1. The Oregon Slough Bridge would be redesigned to accommodate six through traffic lanes on I-5 and two auxiliary lanes to accommodate weaving and merging to and from the Union/West Marine and Jantzen Beach Interchanges.

2. The Union/West Marine and Jantzen Beach interchange ramps would be redesigned to reflect the increased capacity on I-5.

3. Ramp metering would be installed at the Jantzen Beach northbound on-ramp.

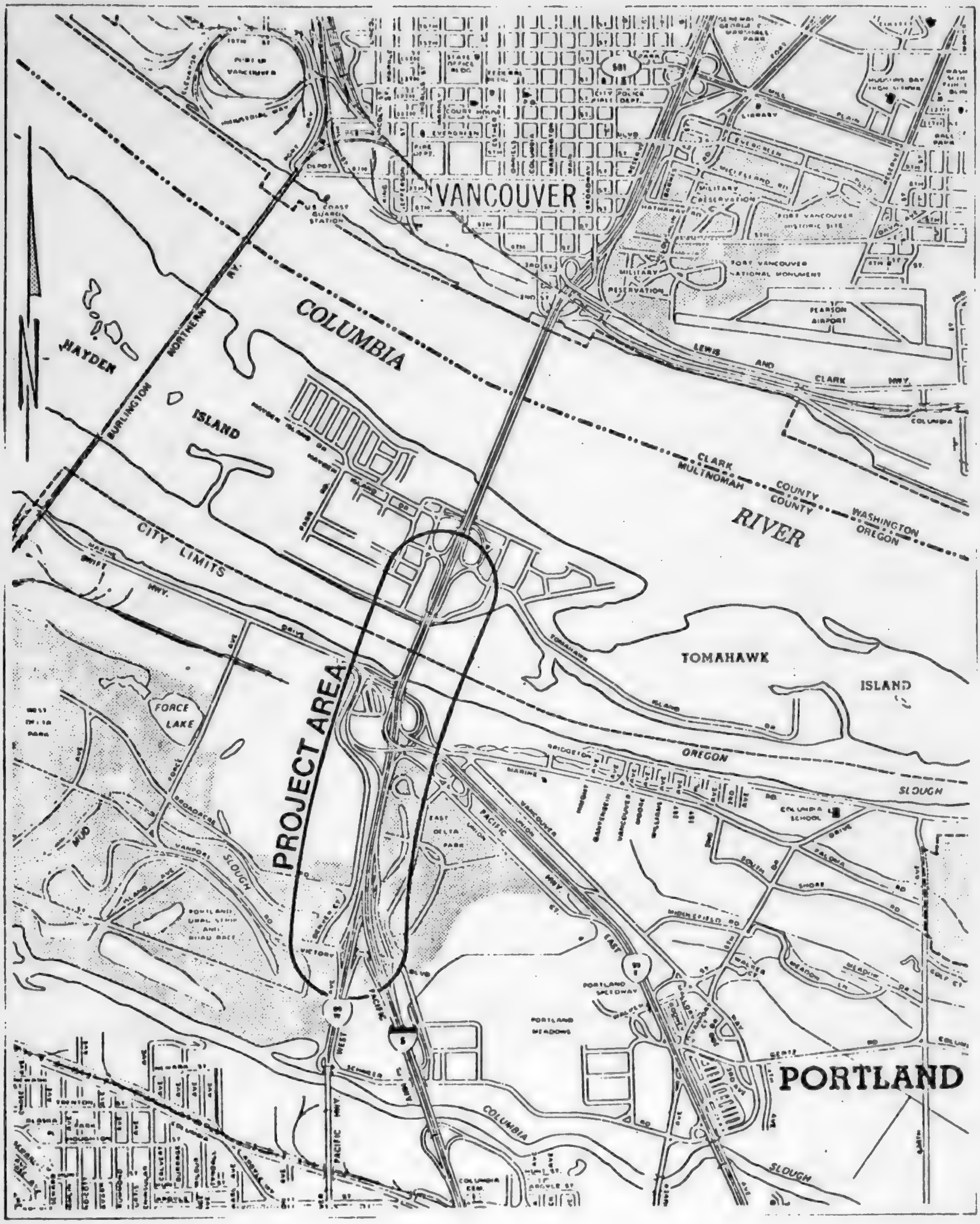
4. The freeway, ramps, and connecting roads would be redesigned to current interstate highway safety standards.

5. Bicycle/pedestrian movements would be separated from vehicular traffic movements between Hayden Island and Delta Park.

LAND USE

Hayden Island is composed primarily of commercial development, which is totally dependent upon I-5 for regional access. A small residential trailer park borders this area to the west: a large multifamily townhouse development borders this commercial area to the east.

FIGURE 1
PROJECT AREA



The Oregon Slough, which provides a transition between general commercial and public and vacant land, is dominated by marine-related usage: several industrial facilities border this area near the Union/West Marine Interchange. The land bordering I-5 between Oregon Slough and Victory Boulevard is dominated by public and vacant land. Delta Park borders I-5 on the east and public, vacant, and industrial land border I-5 on the west.

The broader project area, which is partially dependent upon I-5 for regional access, encompasses the eastern half of Hayden Island, the Rivergate industrial area, North Portland, Faloma, Vancouver, and Washington.[1] Approximately 80 percent (9,279.5 acres) of the land in this Census tract is undeveloped and is categorized as: Agricultural land (10.5 acres); public/park open space land (1,331.8 acres); vacant land (3,640.5 acres); natural resources land (810 acres), and water (3,486.7 acres). The majority of the remaining 20 percent of the land is developed for industrial (11,840 acres); transportation (638.9 acres); commercial (218.2 acres), and residential (179.4 acres) uses.

Approximately 80 percent of the 360 acres of Hayden Island and 60 percent of Tomahawk Island that lie east of the Spokane, Portland and Seattle (now Burlington Northern) Railroad right-of-way have been developed commercially and, to a slightly lesser degree, residentially.[2] The balance of the eastern portion of Hayden Island is scheduled for light industrial, multifamily, and retail/office space development.

Approximately 70 percent of Hayden Island, which is located to the west of the railroad right-of-way, lies outside of the regional urban growth boundary.

This predominately public and vacant land area is dominated by natural habitat or pastoral farming land.[3] Several industrial plants, a convention facility, and stockyard are concentrated along West Marine Drive beginning approximately one-quarter mile west of I-5. Commercial and light industrial developments are clustered along Union Avenue east of the Portland Meadows Racetrack, about one mile from I-5.

---

[1]The area refers to the area contained in Census Tract 72. Vancouver is actually outside Census Tract 72.

[2]These 1979 figures were derived from conversation with Nick Steffanoff, planning consultant to Hayden Island, February 13, 1979.

[3]This 1979 figure was based upon data contained in Hayden Islands Issues and Options for the Western Portion. Cogan Associates, Portland, Oregon, 1978.

Residential areas are located toward the southern and eastern edges of North Portland-Faloma districts. They have been developed as predominantly low-density single-family areas.

TERMINOLOGY

A brief introduction to environmental noise concepts and terminology will assist the reader in more clearly understanding the impact analysis and results. The term "acoustical environment" refers to the surrounding noise climate of any location. A location's acoustical environment generally includes many different noise sources such as highway noise, aircraft noise, neighborhood-related noise, etc. People generally do not respond to all of these types of noises in the same manner even though their overall sound levels may be equal. Environmental noise descriptors, therefore, take into account human response to sounds.

Human response to sound depends mainly upon the magnitude (intensity) of the sound as a function of its frequency content and time-varying characteristics. "Sound" is a pressure fluctuation in the air. The magnitude or intensity of the sound is defined as the amplitude of this fluctuation. The magnitude of a sound is described in terms of sound pressure level (SPL) and is expressed in units of decibels (dB).

Sound, as perceived by the human ear, usually consists of many individual sounds of different frequencies. Generally, the human ear is more sensitive to sounds between 1,000 and 4,000 cycles/sec (called Hertz, and abbreviated Hz) than to sounds at low frequencies such as 100 Hz, and very high frequencies such as 8,000 Hz and above. Because of this, personal response to sound depends largely upon its frequency.

A system known as the "A" weighting network was developed for measuring sound pressure levels in terms useful for relating human responses to frequency. Measurement of environmental noise is conducted with instruments using this weighting network. The dBA sound level measurement has been accepted as a good indicator of human response to noise.

Environmental noise changes constantly with time in both magnitude and frequency content. Because of this, statistical techniques are used to describe the acoustical environment of a location. FHWA requires use of the equivalent sound level (L_{eq}) in describing and evaluating the acoustical environment of a location. The L_{eq} is defined as the equivalent steady noise level which, in a stated period of time, would contain the same noise energy as the time-varying noise during the same period. This report presents "A-weighted" L_{eq} value for the existing acoustical environment and uses the L_{eq} descriptor to determine the impact of the proposed Jantzen Beach-Delta Park Interchange Project.

NOISE ANALYSIS METHODOLOGY

The noise impact analysis was conducted in accordance with the guidelines suggested in FHPM 7-7-3. A summary of analysis methodology is presented here:

The existing activities and land uses in the vicinity of the proposed project were identified according to the guideline criteria.

The existing noise environment in the vicinity of the project was quantified.

Future traffic noise levels for each design alternative under study were predicted.

The noise impact of each design alternative was determined by comparing the predicted future traffic noise levels with the design noise levels and the existing noise environment.

Alternative noise abatement measures for reducing noise impacts were examined and evaluated.

Sections of the project where noise abatement measures appeared impractical were identified.

The following sections present and discuss the impact criteria, the methodology used in quantifying the existing acoustical environment, the methodology used in predicting future traffic noise levels, and comments concerning data and assumptions used in the impact analysis.

CRITERIA

Volume 7, Chapter 7, Section 3 of the FHPM establishes design noise levels to be used in determining the noise impact of highway projects (see Table 1). It defines the design noise levels as ". . . the noise levels established by this directive for various activities or land uses which represent the upper limit of acceptable traffic noise level conditions." A site is considered adversely impacted (the quality of the environment to be degraded) when:

The predicted traffic noise levels for the design year approach or exceed the design noise levels.

The predicted traffic noise levels for the design year significantly exceed the existing noise levels.

Although FHPM 7-7-3 does not specify what increase over existing noise levels is to be considered significant, an increase of 10 dBA will be considered significant in this report.

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL-ACTIVITY RELATIONSHIPS[a]

Activity Category	Design Noise Levels - dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
E[b]	57 (Interior)	Commerical operations (restaurants, grocery stores, department stores, etc.) located on nonsensitive land such as parking lots and storage areas.

[a]Data from U.S. Department of Transportation (1976b.).

[b]Interior criterion for commercial operations surrounded by nonnoise-sensitive land was established as an additional guideline for this project.

FHPM 7-7-3 provides guidelines for applying the design noise levels. The exterior design noise levels apply to areas which experience regular human use. Areas such as service stations, industrial areas, parking lots, and storage yards are not normally considered to be noise-sensitive. The design levels apply only to that portion of a tract on which human activity normally occurs.

The interior design levels in Category E apply when: an activity associated with a developed parcel of land occurs indoors rather than outdoors (such as a motel surrounded by parking lots); and a facility's outdoor activity is shielded from the highway so that the outdoor activity will not be significantly impacted, but the indoor activity (such as a motel with an encircled courtyard) will be impacted.

FHPM 7-7-3 does not specifically address cases where commercial operations are located on nonnoise-sensitive land. Commercial operations typically have a higher interior noise level than that associated with residences, hotels, or motels. Music and call systems are often used in many businesses to entertain or inform shoppers and workers. Because of this, an interior design noise level was generated which can be applied to commercial operations surrounded by parking lots or storage areas (Category E, of Table 1). The interior design noise level was determined by using the exterior design noise level for commercial land (Category C of Table 1) and a building reduction factor of 15 dBA. This appears to be consistent with that used between Categories B and E noise levels (exterior and interior levels for residential, motels, hotels, etc.)

QUANTIFYING THE EXISTING ACOUSTICAL ENVIRONMENT

Introduction

During early stages of the project, note was made of many noise sources contributing to the existing acoustical environment in the vicinity of the proposed project. I-5 traffic, aircraft from Portland International Airport (PIA), local street traffic, and commercial operations all added noise to the existing environment.

Note was also made of the day-to-day fluctuations of the acoustical environment due to operational changes in one or more of the noise sources. For instance, on some days aircraft departing PIA would pass over the project area, while on other days, due to wind changes, aircraft approaching the airport would overfly the project area. Noise exposure during aircraft departure is generally much greater than during aircraft approach. Operational changes and resulting noise exposure changes such as this greatly affect the ability to quantify the acoustical environment accurately.

To describe and quantify the existing acoustical environment of the project area better, an assessment approach was used in which the major noise

sources were monitored separately as well as together. Varied operational characteristics of the noise sources were noted during the measurements. The results of all the measurements and observations were used to determine the "worst-hour" noise environment for the project area for a "typical" day.

The general procedure used in the assessment of the existing worst-hour noise environment was:

Operational characteristics (hourly patterns, daily patterns, etc.) of the major noise sources influencing the project area were determined. This information was used to determine the time of the worst-hour noise environment.

Noise level measurements were made for the major noise sources separately. Measurements were made for each different operational characteristic of the sources.

Measurements were made during the existing worst-hour noise period. Noise source characteristics were noted.

Adjustments were made to the worst-hour noise measurements to account for the noise source operational characteristics which would occur on a typical day.

This procedure insured that influences from unexpected operational changes of the noise sources could be reduced.

Discussion of the Assessment Approach Used

Sound level measurements were made for the major noise sources separately as well as together. Many of the measurements were made on tape recorder and later analyzed. In such cases, data for more than one source were sometimes accumulated (such as the case when the sources were being monitored together) and could be analyzed separately or together. Therefore, although many of the measurements were made simultaneously, they will be discussed here as occurring separately for clarity.

I-5 Traffic Noise: Several sound level measurements were conducted to assess fully the contribution of I-5 traffic noise along the project corridor. Sound level measurements were made to determine:

The hourly fluctuation of I-5 traffic noise.

The attenuation of I-5 traffic noise across the terrain within the project area.

The I-5 traffic noise level during worst-hour time periods.

Highway Noise Characteristics: Generally, highway-related noises are higher during periods when traffic operates at Level of Service C. In most cases, Level of Service C conditions occur during rush hour traffic. Traffic data (see Table 2) indicated that traffic conditions during rush hour periods along the project corridor were at a Level of Service D-E. Spot check measurements made during initial visits to the project area verified that peak hour traffic volumes did not correspond to peak traffic noise levels. Therefore, a 24-hour measurement was made to determine the hourly fluctuation of I-5 traffic noise in the vicinity of the project.

Attenuation of Highway Noise: The acoustical environment within the project area was noted to be dominated by different noise sources at different locations during different times of the day. As the best means of determining the contribution of highway noise to the environment of all areas in the project vicinity, measurements were made to determine the attenuation of highway noise across the area. Measurements were made to determine the attenuation of highway noise due to increasing distance from the source and topographical effects of the surrounding terrain (including buildings). These measurements were taken during times when other noise sources were either nonexistent or reduced in their influence on the environment.

Worst-Hour Highway Noise: Environmental traffic noise during worst-hour noise periods at locations in the project area was determined through analysis of absolute level data and attenuation data. Noise measurements were made during worst-hour noise periods at locations used for the attenuation measurements which were known to be dominated by highway noise at all times. These locations and measured levels were considered to be reference data for determining the contribution of I-5 traffic noise to the environment at all other locations during worst-hour noise periods.

Aircraft Noise: Aircraft noise was monitored during many of the highway noise measurements. By use of tape recordings, both highway noise and aircraft noise could be captured and later analyzed either separately or together. Tape recordings were made on days when aircraft were departing PIA and on days when aircraft were approaching PIA. The taped segments were used to determine the length of time aircraft noise dominated the environment and the equivalent level (L_{eq}) produced by the flyover. These measurements, along with PIA flight schedule information and runway use data from Port of Portland were used to determine the aircraft hourly equivalent noise levels ($L_{eq\ h}$) during the worst-hour time period. This information was determined for aircraft both departing and approaching PIA.

The method used in determining the hourly equivalent noise level was:

> Average the L_{eq} and flyover duration for the samples made at the one location and, because of the number of varied aircraft sampled, assume this to be representative of the L_{eq} and duration for any flyover during an hour.

TABLE 2

FUTURE I-5 TRAFFIC VOLUMES FOR PREDICTED NOISE LEVELS
Level of Service "C"
(Year 2000 Hourly Volume)

	LANE	AUTOS	SPEED	MED. TRUCKS	SPEED	HEAVY TRUCKS	SPEED
"NO-BUILD"							
Hayden Island to Union-Swift	So.Bd.	3057	55	138	55	240	55
	No.Bd.	3236	55	145	55	254	55
Union-Swift to Denver Int.	So.Bd.	2265	50	102	50	178	50
	No.Bd.	2447	50	110	50	193	50
"BUILD"							
Hayden Island to Union-Swift	So.Bd.	4361	55	196	55	343	55
	No.Bd.	4361	55	196	55	343	55
Union-Swift to Denver Int.	So.Bd.	2581	50	116	50	203	50
	No.Bd.	2581	50	116	50	203	50

On an energy basis, sum the aircraft L_{eq} for the number of aircraft during any hour to obtain the hourly equivalent noise level for aircraft. In mathematical terms this is:

$$\text{Aircraft } L_{eq(h)} = 10 \text{ Log} \frac{1}{N} \left[10^{\left(\frac{L_1}{10}\right)} + 10^{\left(\frac{L_2}{10}\right)} + 10^{\left(\frac{L_3}{10}\right)} + \ldots 10^{\left(\frac{L_n}{10}\right)} \right]$$

where N = number of equal samples during one hour
and L_N = sound pressure level during each sample

For our case, $L_N = 0$ when aircraft are not present
and $L_N = L_{eq}$ for one aircraft flyover when aircraft are present

Therefore:

$$\text{Aircraft } L_{eq(h)} = \left[10 \text{ Log} \left(\frac{\text{time aircraft present}}{\text{total time in one hour}} \right) \right] 10^{\left(\frac{L_{eq}}{10}\right)}$$

This information was used to determine the contribution by aircraft flyovers to the worst-hour noise environment experienced in the project area.

Worst-Hour Aircraft Noise: Noise measurements were made during worst-hour noise times. All noise sources were sampled and analyzed together. The measurements were conducted for one-hour periods at eight sites considered to be noise-sensitive. The time periods monitored were determined from noise source operation data and measurements discussed in the previous sections.

Operational modes of aircraft (takeoff or departure) were noted during these measurements so that final adjustments could be made in cases where the highest noise exposure was not monitored. The results of these measurements are presented in this report. The final results presented ir this report are the expected worst-hour noise levels for the project area based on measurements, observations, and aircraft operations data.

Measurement Locations

The measurement locations (both primary and secondary) used in quantifying the existing noise environment are shown in Figures 2 and 3. A total of 38

FIGURE 2

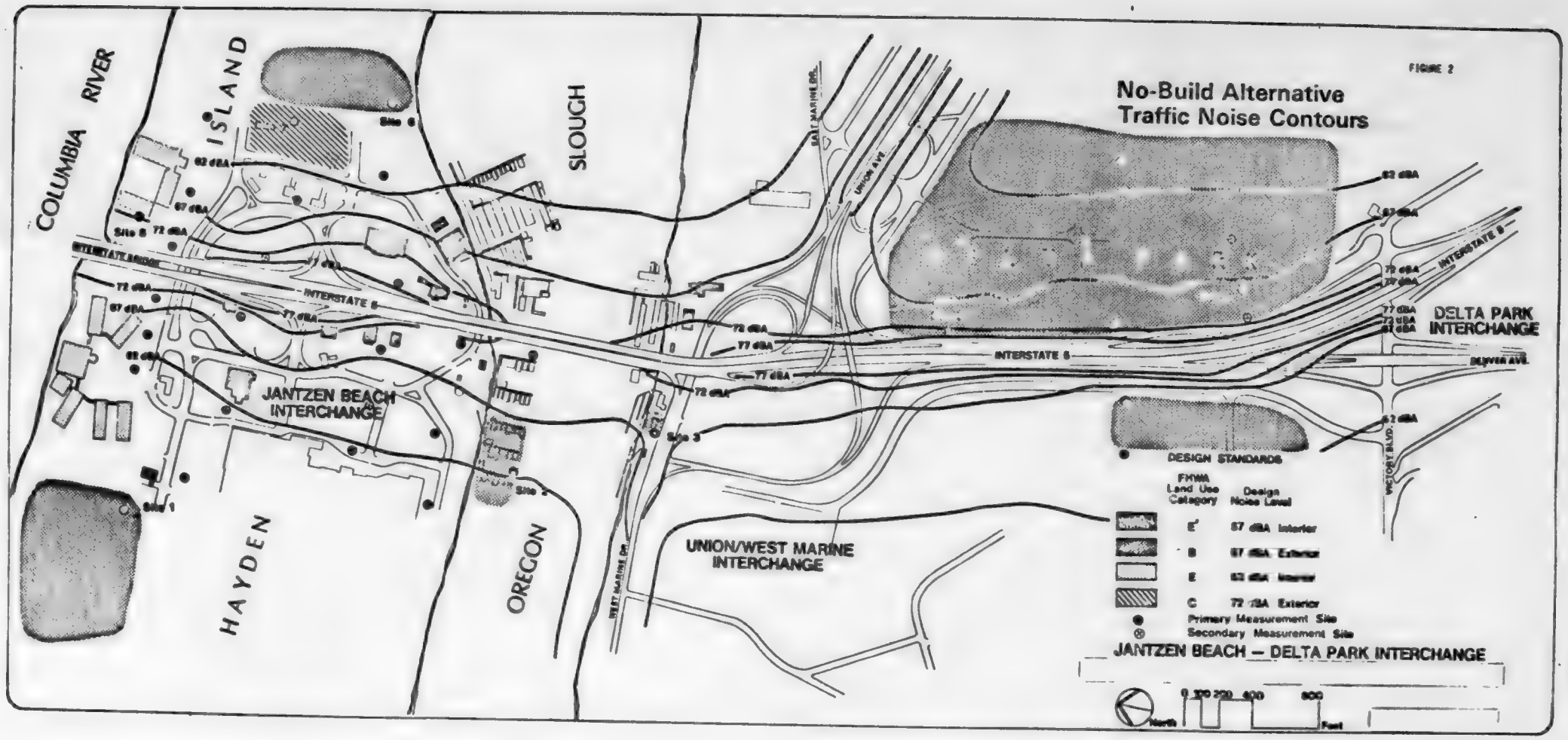
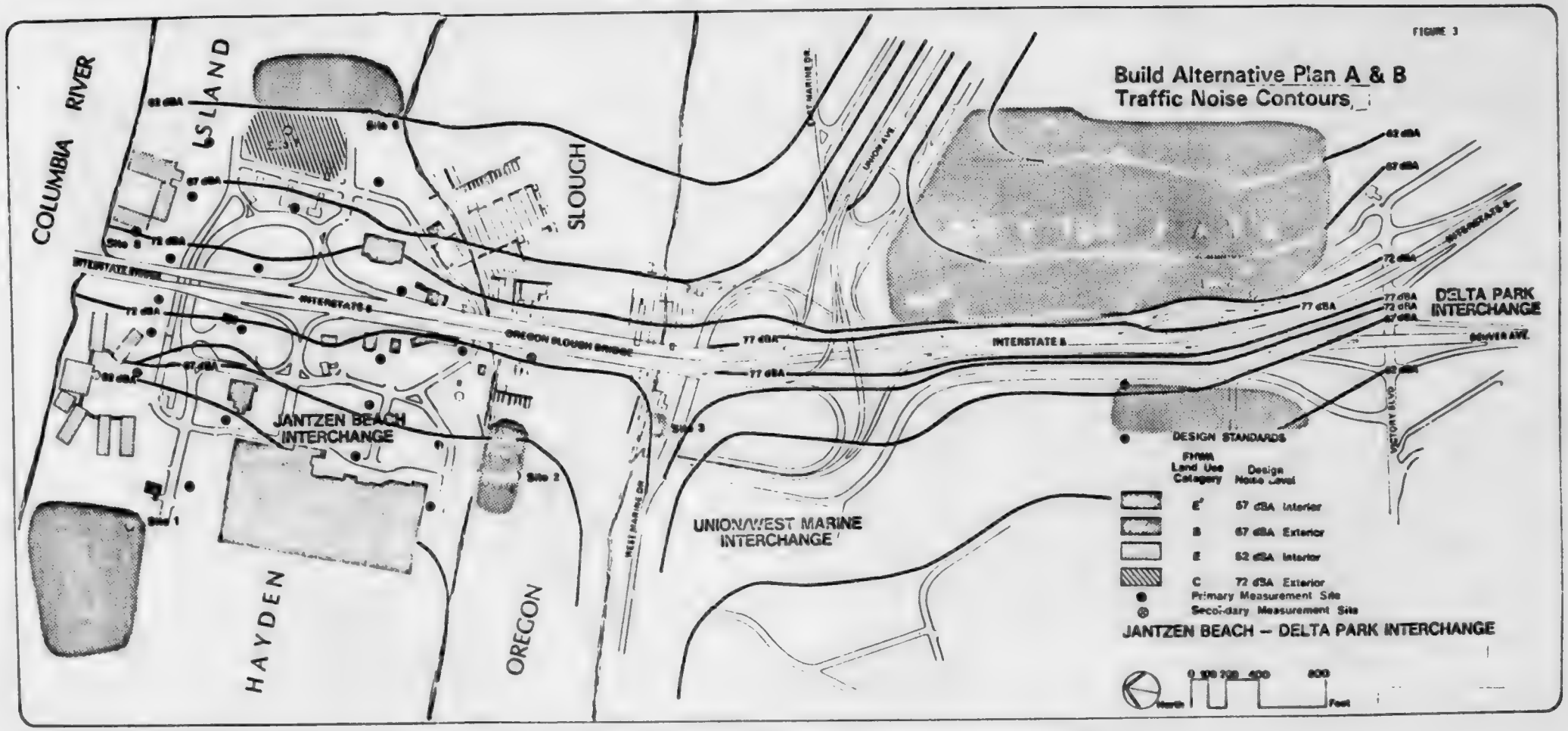

No-Build Alternative
Traffic Noise Contours
COLUMBIA RIVER
HAYDEN ISLAND
SLOUGH
OREGON
INTERSTATE 5
JANTZEN BEACH INTERCHANGE
UNION/WEST MARINE INTERCHANGE
DELTA PARK INTERCHANGE
UNION AVE.
DENVER AVE.
VICTORY BLVD.
Site 1
Site 2
Site 3
Site 4
Site 5
Site 6
DESIGN STANDARDS
FHWA Land Use Category
Design Noise Level
E 57 dBA Interior
B 67 dBA Exterior
E 52 dBA Interior
C 72 dBA Exterior
Primary Measurement Site
Secondary Measurement Site
JANTZEN BEACH — DELTA PARK INTERCHANGE
North
0 200 400 800
Feet

FIGURE 3

Build Alternative Plan A & B
Traffic Noise Contours



separate locations were monitored. Of these locations, Primary Sites 2, 4, 5, 6, and 7, and Secondary Sites 9 through 38 were monitored to determine the attenuation of highway noise. Secondary Sites 9, 12, 15, 18, 21, 22, 25, 27, 30, 32, 34, and 36 were monitored for worst-hour highway noise levels. Aircraft noise recordings were made at Primary Sites 7 and 8, and Secondary Sites 12, 21, 22, and 30.

Primary Sites 1 through 8, selected to be representative of the noise-sensitive land use and activity classifications specified in FHPM 7-7-3, include residential, hotel, public park, and commercial office land uses. These sites were chosen as locations for measurements of all the noise sources together to obtain an accurate assessment of the worst-hour noise environment.

A summary of the primary noise measurement locations are presented in Table 3.

Measurement Procedures

Noise Source Operating Characteristics: It was noted during initial visits to the project area that the acoustical environment at Site 4 was mainly influenced by I-5 traffic noise. A 24-hour continuous sound level survey was conducted at Site 4 on December 28 and 29, 1978 to determine the I-5 traffic-related noise patterns in the area. A digital noise level analyzer was used to determine the L_{eq} for each hour of the 24-hour period. A time history of I-5 traffic-related noise levels was produced from the results. Traffic counts were obtained for the survey period to ensure that typical traffic conditions were being monitored.

Noise patterns for aircraft flyover were determined from data compiled from flight schedules at PIA and a report produced by Port of Portland which includes information on runway use. (See Appendices A-1 and A-2.)

I-5 Traffic Noise Attenuation Measurements: A sound level survey was conducted on February 15, 1979 to determine the attenuation of I-5 traffic noise due to increasing distance and existing topography. Late-night traffic noise was monitored to reduce interference from aircraft flyover and local commercial and industrial noises. Primary Sites 2, 4, 5, 6, and 7, and Secondary Sites 9 through 38 were each monitored for 10 minutes. The survey was conducted so that a reference site and two other sites, located at random distances on a line from the freeway, were monitored simultaneously. For instance, Secondary Site 9 was a reference position which was measured simultaneously with Sites 10 and 11. In all, 12 different lines along the freeway were monitored in this way (Sites 9, 12, 15, 18, 21, 22, 25, 27, 30, 32, 34, and 36 being reference sites).

The sites were monitored simultaneously with either a digital noise level analyzer or magnetic tape recorder. Tape-recorded samples were later analyzed

TABLE 3
PRIMARY NOISE MEASUREMENT LOCATIONS

Measurement Location	DESCRIPTION
1.	Mobile home, Jantzen Beach Mobile Home Park, 1100 feet west of I-5 S.B. lane edge.
2.	Houseboat, Columbia Slough north bank, 775 feet west of bridge.
3.	Boatyard residence, North Portland Road, south bank of Columbia Slough, 275 feet west of bridge.
4.	Delta Park Circle, auto turnaround, south end of park, 400 feet east of I-5 northbound lane.
5.	Delta Park baseball diamond, north end of park, 400 feet east of I-5 northbound lane.
6.	Hayden Island Condominium, West Unit, North Tomahawk Drive, 1150 feet east of I-5.
7.	Jantzen Beach Office Park, 750 feet east of I-5 on Hayden Island.
8.	Red Lion Inn, south bank of Columbia River, west wing, 175 feet from I-5 bridge.

TABLE 4
NOISE MEASUREMENTS AND ASSOCIATED LOCATIONS

Type of Measurement	Measurement Site(s)
Highway Noise Pattern (24-Hour Measurement)	4
Highway Noise Attenuation (10-Minute Measurements)	2, 4-7, 9-38
Worst-Hour Highway Noise (15-Minute Measurements)	9, 12, 15, 18, 21, 22, 25, 27, 30, 32, 34, 36
Aircraft Recordings	7, 8, 12, 21, 22, 30
Worst-Hour Noise Environment (1-Hour Measurement)	1-8

on the digital noise level analyzer in the laboratory. Traffic counts were not made during these measurements because the information being gathered was not dependent upon the number of vehicles (attenuation will be the same for one vehicle as for 10 vehicles).

Worst-Hour Highway Noise Measurement: Sound level measurements were made on February 19 and 20, 1979 to determine worst-hour highway noise levels at the 12 reference sites used in the attenuation survey. The sites were monitored for 15 minutes each between 7:00 a.m. and 10:00 a.m. and statistically analyzed. All aircraft and extraneous local noises were excluded from the samples. Traffic counts and vehicle speeds were observed during the measurements to ensure that the measurements were representative of typical noise conditions.

Aircraft Noise Measurements: Tape recordings of both departing and arriving aircraft serving PIA were made at Sites 7, 8, 9, 18, 22, and 30 during the months of January and February. The recordings were made during surveys for highway noise and during the measurements of the existing worst-hour noise (discussed below). Where possible, the different types of aircraft recorded were noted. Observations were made during all surveys of the relative number of different aircraft types arriving or departing. The tape recordings were analyzed in the laboratory and an L_{eq} obtained for each typical flyover.

Worst-Hour Noise Environment Measurements: Sound level measurements of the existing worst-hour noise environment were made on February 21 and 22, 1979. Sites 1 through 8 were monitored for one hour each between 7:00 a.m. and 10:00 a.m., a period during which worst-hour conditions remained approximately constant. The sites were monitored with either a digital noise level analyzer or a magnetic tape recorder. The tape-recorded samples were later analyzed in the laboratory. L_{eq} was obtained for all the one-hour measurements.

The measurements included all existing noise sources influencing the project area. I-5 traffic counts were obtained to verify that typical traffic volumes occurred during the surveys. Note was made as to whether aircraft were departing or approaching PIA airport. Note was also made of local noise sources which would affect the measurements results (i.e., model aircraft flights at Delta Park).

Instrumentation and Weather Conditions: Noise measurements were obtained with three field recording systems. System 1 utilized a Bruel & Kjaer (B & K) Model 4426 Noise Level Analyzer and Statistical Processor which received data from a B & K one-inch condenser microphone mounted on the extension cable and fittings provided. The analyzer is a digital microprocessor which samples the A-weighted noise signals at a preset rate

over the measurement period. The sampling rate used in the field measurements and laboratory analysis was 0.2 seconds (five times per second). Internal circuitry converted these data into the statistical quantities L_{eq} for these noise measurements.

System 2 used a half-inch B & K condenser microphone mounted on a B & K 2209 Precision Sound Level Meter. System 3 used a one-inch B & K condenser microphone mounted on a B & K Type 2203 precision sound level meter. The output of these devices fed either a Nagra IVSJ or Nakamichi 550 professional tape recorder. The data were A-weighted before being taped. Taped data were then analyzed by playing the calibrated tapes into the B & K 4426 Noise Level Analyzer.

All systems were field-calibrated acoustically with either the B & K Model 4230 or 4420 microphone calibrators.

Temperature, relative humidity, and barometric pressure were also recorded with typical devices, but no corrections were necessary. Existing noise measurements were not recorded when there was rain, wet pavement, or wind speeds in excess of three miles per hour. Microphone windscreens were used at all times regardless of low wind velocities. Microphones were always mounted on tripods at an elevation of five feet.

FUTURE NOISE LEVEL PREDICTION

Methodology

I-5 Traffic: I-5 traffic noise levels for the design year 2000 were estimated using the FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108). This prediction model utilized the National Reference Energy Mean Emission Levels as a function of speed for estimating traffic noise.

The highway traffic noise model was adjusted to reflect topographical influences within the project area. Adjustments in the model were made based on a comparison between existing hourly equivalent sound levels (L_{eq}) as predicted and those actually measured. These adjustments were required to overcome some of the limitations inherent in the prediction program with respect to irregular barriers and terrain.

Construction: Construction noise was estimated using procedures outlined by Reagan and Grant in FHWA publication No. FHWA-HEV-2-77. Noise levels for a mix of equipment normally found at highway and bridge construction sites were summed on an energy basis and adjusted for distance to estimate the L_{eq} noise level at a nearby sensitive site. These sensitive site construction noise levels were then compared for impact analysis to existing L_{eq} due to present highway noise.

Data for Impact Analysis

I-5 Traffic: Data for design year 2000 were used to predict the expected traffic noise levels associated with each project alternative. Peak hour traffic within the project boundaries is expected to operate at Level of Service E for the two Build Alternatives and Level of Service F for the No-Build Alternative in the year 2000. Because of this, the combination of expected volume and speed which creates the worst noise condition (Level of Service C) was used for automobiles (see Table 2). For trucks, the design hourly truck volume and associated speed were used.

Construction: Construction equipment was assumed to operate on the highway centerline for a one-hour period. When the exact mix of equipment is unknown, a 10 dBA difference between minimum and maximum noise output is assumed to estimate construction noise levels in L_{eq} before a project begins. It was also assumed that the equipment would operate at the highest level for 50 percent of the time. Noise levels considered representative of construction equipment were used to determine construction site and phase noise levels (see Appendix I-1).

Land Uses: Identification of existing and future activities and land uses within the project boundaries was based on information provided by DMJM/ Hilton, Planners and Architects.

Assumptions made for the noise impact analysis are as follows:

The topography of the area near the project would not change significantly before the year 2000.

Commercial establishments on Hayden Island (including hotels) would be air-conditioned in the year 2000, implying that commercial building windows would be closed.

EXISTING ACOUSTICAL ENVIRONMENT

RESULTS OF NOISE LEVEL MEASUREMENTS

Peak traffic volumes in the vicinity of the project site occur between 7:00 a.m. and 8:00 a.m. and between 3:00 p.m. and 6:00 p.m. Noise levels in the project area associated with I-5 traffic were found to decline during peak traffic periods and increase during periods following the morning and evening rush hours.

Traffic conditions on I-5 greatly influence the noise patterns in the area. Maximum traffic noise levels generally occur when traffic operates at Level of Service C - when automobile and truck volumes and speeds are highest.

During rush hour, traffic operates at Levels of Service E or F - stop-and-go conditions. Because traffic volumes, noticeably truck volumes, and speeds are lowest during this period, noise levels generated are also lower.

Aircraft traffic over the project area consists of commercial and military aircraft from PIA and occasional light aircraft from nearby airports. Most of the aircraft noise influencing the project area was determined to be caused by commercial aircraft servicing PIA. Flight schedule information indicates that aircraft arrival and departure is highest between the hours of 7:00 a.m. and 10:00 a.m. (see Appendix A-1). The major noise sources appear to operate simultaneously at peak noise levels between 7:00 a.m. and 10:00 a.m. This period was considered to be the period of worst-hour noise exposure at the project area due to the operating characteristics of the major noise sources.

I-5 Traffic Noise Attenuation

The results of the I-5 traffic noise measurements are presented in Table 5. The attenuation values indicate the effect of topography. Generally, noise levels from a highway decrease by 3 to 4.5 dB per doubling of distance from the highway. Topographical effects can increase this attenuation as much as 10 dB (especially if buildings are present). The results of these measurements were used in conjunction with the worst-hour I-5 traffic noise measurements (described below) to determine the contribution of highway noise to locations throughout the area.

Worst-Hour I-5 Traffic Noise

The results of the worst-hour I-5 traffic noise measurements are presented in Table 6. Aircraft and other noise sources were excluded from the measurements. The traffic during the monitored periods is considered to be typical.

Worst-Hour Aircraft Noise

Measurements of aircraft flyovers indicate that aircraft departing PIA contribute a greater amount of noise to the area than aircraft approaching the airport. Departing aircraft produced an L_{eq} exposure ranging from 76.2 dBA to 80.2 dBA with an average exposure (L_{eq}) of 79 dBA per aircraft flyover at one site. Approaching aircraft produced an L_{eq} exposure of 61.8 dBA at the same site (see Appendix A-3).

A recent publication by the Port of Portland on the PIA master plan indicates that aircraft depart in the direction of the site approximately 50 percent of the time (see Appendix A-2). To determine the existing worst-hour aircraft noise, commercial aircraft departing PIA were considered. The number

of departures was considered to be 15 per hour during the worst-hour noise period (see Appendix A-1). The worst-hour aircraft noise levels are presented for Sites 6, 18, 22, and 30 in Table 7. Aircraft noise levels at all other locations were extrapolated from these.

TABLE 5
I-5 TRAFFIC NOISE ATTENUATION

Between Sites	Attenuation dBA
9 - 10	-7
10 - 11	-4
12 - 13	-8
13 - 14	-10
15 - 16	-3
16 - 17	-2
18 - 19	-6
19 - 20	-1
21 - 3	-3
22 - 23	-1
23 - 24	-2
25 - 5	-2
5 - 26	-6
27 - 28	-12
28 - 29	-13
30 - 6	-2
6 - 31	0
32 - 33	-15
33 - 7	-6
34 - 35	-5
35 - 8	-7
36 - 37	-7
37 - 38	-8

TABLE 6
WORST-HOUR I-5 TRAFFIC NOISE LEVELS

Site	L_{eq} (dBA)
9	71.7
12	65.1
15	66.9
18	70.3
21	68.3
22	63.0
25	71.1
27	77.0
30	66.3
32	78.2
34	70.3
36	70.4

TABLE 7
WORST-HOUR AIRCRAFT NOISE (dBA)[a,b]

Site	Hourly L_{eq} (dBA)
18	71
30	63
22	63
6	71

[a]Levels are hourly equivalent levels, L_{eq}.

[b]These measurements were made during a period when aircraft were approaching PIA, Table 9 contains adjustments to allow for the difference in noise levels between approaching and departing aircraft.

Worst-Hour Total Noise Levels

The results of the worst-hour noise level measurements made at Sites 1 through 8 are presented in Table 8. Since aircraft were approaching PIA during these measurements, these levels do not represent the expected highest noise exposure for the area. These levels were adjusted by using data obtained in the previous sections.

Table 9 presents a summary of the calculated existing worst-hour noise levels for Sites 1 through 8. The relative levels of highway and aircraft influencing the environment are also shown.

Monitoring sites on Hayden Island located more than 300 feet from I-5 (Sites 1, 2, 5, and 7) are presently dominated by aircraft noise. The hourly L_{eq} for aircraft noise exceeds I-5 related noise by 10 to 15 dBA in most cases. At sites less than 300 feet from the freeway, both aircraft and road traffic influence the existing environment (Sites 3 and 8). During the worst hour noise period, the acoustical environment on Hayden Island can be described as relatively "noisy" due to aircraft flyover and I-5 traffic.

TABLE 8
MEASURED WORST-HOUR NOISE ENVIRONMENT
($L_{eq\ h}$ in dBA)[a]
(Outdoor Levels)

Site	Noise Level
1	62.2
2	61.5
3	69.2
4	67.0
5	65.5
6	63.6
7	64.8
8	70.6

[a]Because these measurements were made during a period when aircraft were approaching PIA, Table 9 contains adjustments to allow for the difference in noise levels between approaching and departing aircraft.

In the Delta Park section of the project (Sites 4 and 5), noise levels within 500 feet of the freeway are presently dominated by I-5 traffic. Local noise sources, such as model aircraft and football and baseball crowds, add noise to some areas within the park. Traffic noise from Union Avenue and West Marine Drive influences the environment in the northern section of East Delta Park.

ANNUAL VARIATION IN NOISE LEVELS

The noise levels within the project area vary to some extent throughout the year due to changes in I-5 traffic conditions or PIA flight schedules. Traffic data indicate that average daily I-5 traffic typically increases during spring and summer months by approximately 8 percent over that experienced during the monitoring period (November to February). The increase in traffic would have little influence on the levels measured (less than 1 dBA increase). And although the flight schedules at PIA increase during summer months, the number of flights during the worst departure hour would have to double before an increase in the hourly noise level would be noticeable.

The existing noise levels presented in this report could be considered representative of the conditions in the project area.

TABLE 9
CALCULATED EXISTING WORST-HOUR NOISE LEVELS (L_{eq})h[a]
(Outdoor Levels)

(At Measurement Locations 1-8)

Site	Location	Existing Noise Levels		
		Highway	Aircraft	Total
1	Mobile Home	50	71	71
2	Houseboat	61	67	68
3	Boatyard Residence	67	66	69
4	East Delta Park Circle	67	60	68
5	East Delta Park Base-ball Diamond	64	64	67
6	Hayden Island Condominium	56	70	70
7	Jantzen Beach Office Park	58	71	71
8	Red Lion Inn	71	72	75

[a]Hourly L_{eq} expressed in dBA.

Note: Figures are adjusted for differences in noise levels between approaching and departing aircraft. Numbers in this table reflect noise levels of departing planes.

FUTURE NOISE LEVELS

TRAFFIC NOISE (YEAR 2000)

The Interstate 205 bridge is expected to open in 1982. The opening of this new north-south link across the Columbia River is expected to reduce traffic volumes on the I-5 bridge. However, due to growth in the region after 1982, the traffic volume on I-5 will exceed current volumes by the year 2000.

Future traffic volumes are expected to remain basically the same for all project alternatives. Portland-Vancouver commuters are expected to continue to use I-5 regardless of which alternative is implemented because of the limited choice of routes across the river.

Future traffic noise levels were predicted for the maximum hourly equivalent noise level (L_{eq}). Level of Service C traffic volumes and speeds for each alternative were used in the predictions (see Table 2).

Table 10 presents the predicted traffic noise levels at the eight primary sites for the No-Build and Build Alternatives.

CONSTRUCTION NOISE

Nearly all types of light and heavy construction equipment would be used during the construction phases of this project. The installation of a temporary slough bridge structure as a main lane detour would require special equipment, such as a diesel or steam driver, supported by a crane. Trailer-mounted water pumps and air compressors might also be required. Construction stages extend from eight to 20 months, with bridge demolition and construction causing the highest noise levels. Construction noise levels would be the same for all alternatives.

Table 11 shows predicted worst-hour, A-weighted L_{eq} construction noise levels for various construction stages and sensitive sites. These predicted exterior noise levels are shown for all sites and were determined from data on noise levels of typical construction equipment. (see Appendix B-1). It should be noted that construction-related noise is intermittent throughout the day and, therefore, these hourly L_{eq} values would not necessarily be present during every hour of the day.

IMPACTS

NOISE-SENSITIVE LAND USES

The area affected by the proposed project encompasses a mixture of commercial, industrial, and some residential development and open space. Future land uses (year 2000) are expected to be much the same. Table 12 relates the land uses within the project area to the noise-sensitive activity categories specified in FHPM 7-7-3 (Table 1).

TABLE 10
PREDICTED YEAR 2000 TRAFFIC NOISE LEVELS $L_{eq}(h)$[a]

(Outdoor Noise Levels)

Site	Location	No-Build	Build	
			Plan A	Plan B
1	Mobile Home	51	52	52
2	Houseboat	62	63	63
3	Boatyard Residence	67	68	68
4	Delta Park Circle	67	68	68
5	Delta Park Baseball Diamond	68	68	68
6	Hayden Island Condominium	57	58	58
7	Jantzen Beach Office Park	59	60	60
8	Red Lion Inn	71	72	72

[a]Hourly equivalent noise level expressed in dBA.

To the north of the Oregon Slough on Hayden Island and adjacent to the freeway, the land consists of commercial development, including some office space and hotels. Residential areas, most of which are located outside the immediate project site, are located on Hayden Island. To the south of the Oregon Slough, the land uses consist of parkland, industrial land, and commercial land.

FHPM 7-7-3 indicates that service stations, parking lots, storage areas, and industrial areas - which comprise much of the area on Hayden Island - would not normally be considered noise-sensitive areas. FHPM 7-7-3 further indicates that interior activities should be considered when human activity occurs within a structure located on non-noise-sensitive land (e.g., a building surrounded by parking lots). FHPM 7-7-3 addresses interior activities occurring in residences, motels, hotels, churches, hospitals, and other structures in which a reduced noise level is of concern (Category E of Table 1).

TABLE 11
CONSTRUCTION NOISE LEVELS - HOURLY L_{eq} (h) (dBA)[a]

(Outdoor Noise Levels)

Stage	Activity	Sites	$L_{eq(h)}$	Time (Months)
1A	Widening Off-Ramp	Waddles	85	8 months for all Stage 1 activities
		Safeway	80	
		Northwest Ins.	76	
1A	Construct Detour Bridge Structure	Houseboats (near)	85	
		Houseboats (far)*	75	
		Boatyard Res. +	79	
		Houseboat Exchange	83	
1A	Detour Ramps to Temporary Bridge	Boatyard Res. +	74	
1A	Widen South Side of West Marine Drive	East Delta Park** Baseball Diamond	69	
1A	Detour at Delta Park Interchange	East Delta Park, grassy areas	82	
		City Forestry Office	79	
2A	Demolition of Old Bridge	Houseboats (near)	81	
		Houseboats (far)*	75	
		Houseboat Exchange	83	
		Boatyard Res. +	79	
2A	Northbound Construction of New Bridge Detour Construction	Houseboats (near)	82	12 months
		Houseboats (far)*	72	
		Houseboat Exchange	78	
		Boatyard Res. +	76	

See footnotes at end of table.

TABLE 11 (Continued)
CONSTRUCTION NOISE LEVELS - HOURLY $L_{eq}(h)$ (dBA)[a]

(Outdoor Noise Levels)

Stage	Activity	Sites	$L_{eq}(h)$	Time (Months)
3A	Detour Construction South End of New Bridge	Boatyard Res. +	74	1 month
3B	Southbound Bridge Demolition, Reconstruction	Houseboats (near)	85, 82	12 months
		Houseboats (far)*	75, 72	
		Houseoboat Exchange	83, 80	
		Boatyard Res. +	79, 76	
4	Detour Removal Main Lane Reconstruction, North End of Bridge	Waddles	84	4-6 months
		Safeway	79	
		Northwest Instr.	75	
		Houseboat Exchange	77	
		Liquor Store	85	
		McDonalds	82	
		Denny's	80	
		Engine House Pizza	83	
4	Lane Reconstruction, Northbound, South End of Bridge	Boatyard Res. +	73	4-6 months
		Houseboats (near)	79	
		Houseboats (far)*	69	

* = Measurement Site 2.
+ = Measurement Site 3.
** = Measurement Site 5.

[a]These levels are not necessarily present during every hour of a work day due to intermittent use of equipment.

TABLE 12
NOISE-SENSITIVE LAND USES

Property	Activity Category	Design Noise Level Hourly L_{eq} (dBA)
Mobile Home (Site 1)	B	67 - Exterior
Houseboat (Site 2)	B	67 - Exterior
Boatyard Residence (Site 3)	B	67 - Exterior
Delta Park Circle (Site 4)	B	67 - Exterior
Delta Park Baseball Diamond (Site 5)	B	67 - Exterior
Hayden Island Condominium (Site 6)	B	67 - Exterior
Jantzen Beach Office Park (Site 7)	C	72 - Exterior
Red Lion Inn (Site 8)	E	52 - Interior
Thunderbird Inn	E	52 - Interior
P.U.C. Office	E'*	57 - Interior
Denny's Restaurant	E'	57 - Interior
Engine House Pizza	E'	57 - Interior
McDonald's	E'	57 - Interior
Liquor Store	E'	57 - Interior
Safeway	E'	57 - Interior
Waddles Restaurant	E'	57 - Interior
Northwest Instr.	E'	57 - Interior
Forester's Office	E'	57 - Interior

*Interior criteria for commercial operations surrounded by non-noise sensitive land - developed as a guideline for this project only.

FHPM 7-7-3 does not specifically address cases where commercial operation are located on non-noise-sensitive land. Commercial operations typically generate a higher interior noise level than do those associated with residences, hotels, or motels. Music and call systems are often used in many businesses to entertain or inform shoppers and workers. Because of this, interior design noise level was generated which can be applied to commercial operations surrounded by parking lots or storage areas (Category E of Table 1 and 12). The interior design noise level was determined by using the exterior design noise level for commercial land (Category C of Table 1) and a building-reduction factor of 15 dBA (consistent with that used to determine Category E noise levels).

In cases where interior criteria are specified, the expected present and future interior noise levels were determined using building reductions recommended in FHPM 7-7-3.

Part of the unusual nature of this project involved the location of a fleet of houseboats anchored on the north bank of the Columbia Slough. One typical houseboat (measurement Site 2) was tested for outdoor to indoor noise reduction with doors and windows closed. The measured noise reduction was 20 dBA, which is consistent with the building reduction estimated in FHPM 7-7-3 for light frame construction. Therefore, houseboats are not considered as special cases of construction requiring the application of a different criteria.

TRAFFIC NOISE IMPACTS

The estimated noise impact of each design alternative is based upon comparisons of predicted future traffic noise levels with existing noise levels and FHPM 7-7-3 design noise levels. If predicted future traffic noise levels exceed existing noise levels by 10 dBA or exceed FHPM 7-7-3 design noise levels, an alternative is defined as having an adverse impact on the site analyzed. If these criteria are not exceeded, the alternative is considered to have no impact on the acoustical environment.

Future traffic noise contours for the No-Build and Build Alternatives are presented as visual aids for assessing the alternatives (Figures 2 and 3).

Table 13 presents the traffic noise comparisons used for impact evaluation for the three project alternatives. Table 14 summarizes the impacted areas.

No-Build Alternative

Traffic noise levels for the No-Build Alternative would be 1 to 2 dBA higher than present traffic noise due to an increase in the volume of vehicles during Level of Service C traffic for the year 2000. An increase of this amount is not noticeable.

A comparison of future traffic noise with the existing total noise (aircraft included) indicates that projected No-Build traffic noise levels would be less than or equal to present day levels at all noise-sensitive sites (Table 13).

A comparison of expected No-Build traffic noise levels with FHPM design noise levels indicates that the small picnic area in East Delta Park within 300 feet of I-5 would experience noise levels in excess of FHPM 7-7-3 design noise levels (Table 13 and Figure 2).

Build Alternatives Plan A and B

Traffic noise levels for the Plan A and Plan B Alternatives are expected to be equal for the year 2000, because widening of the Oregon Slough bridge would allow equal freeway volumes for both. The only difference in the two alternatives would be the distribution of traffic in the vicinity of the Union/West Marine Interchange.

Traffic noise levels for the two Build Alternatives would be 2 to 3 dBA higher than existing traffic noise levels. This increase is barely noticeable to most people. A comparison of year 2000 traffic noise levels with 1979 total noise levels (aircraft) included indicate that projected Build Alternative noise levels would be less than or equal to the existing noise levels at most of the noise sensitive areas (Table 13). Furthermore, the implementation of concrete shoulder barrier as a safety feature will reduce future noise levels an additional 1 dBA.

Two areas will experience noise levels exceeding Federal design noise levels. The small picnic area in Delta Park (mentioned under No-Build impacts) will be exposed to noise levels equal to No-Build noise levels. The boatyard residence (site 3) will also experience noise levels exceeding Federal design noise levels.

Noise levels at the boatyard residence are influenced by aircraft, I-5 traffic, and local street traffic (Union Avenue/West Marine Drive). Those three noise sources have comparatively equal influence on the worst-hour noise levels; consequently, reduction of traffic noise will have little or no effect on total noise levels at the residence.

Comparison of Alternatives

A comparison of the three project alternatives indicates that future traffic noise levels would essentially be the same at all sites regardless of whether or not the proposed project were built.

TABLE 13

IMPACT COMPARISONS - HOURLY L_{eq} NOISE LEVELS (dBA)[a]

Location	Existing Noise Levels		FHPM Design Level	Future Traffic Noise Levels		
	With Aircraft	Without Aircraft		No - Build	Plan A	Plan B
Mobile Home[a] (Site 1)	71	50	67	51	52	52
Thunderbird Inn (East Wing)	53	47	52	47	48	48
P.U.C. Office	51	50	57[c]	50	51	51
Denny's Restaurant	49	47	57[c]	48	50	50
Engine House Pizza	49	47	57[c]	48	50	50
McDonald's	49	46	57[c]	47	49	49
Liquor Store	49	47	57[c]	48	50	50
Red Lion Inn West Wing (Site 8)	55	51	52	51	52	52
Safeway	49	47	57[c]	47	48	48
Waddles Restaurant	52	51	57[c]	51	52	52
Jantzen Beach Office Park (Site 7)[b]	72	58	72	59	60	60
Hayden Island Condominium - West Unit (Site 6)[a]	71	56	67	57	58	58
Northwest Instr. (Bus.	47	43	57[c]	43	44	44
Houseboat (Site 2)[b]	68	62	67	62	63	63
Boatyard Residence[b] (Site 3)	71	67, 69[d]	67	67	68	68
Delta Park Baseball Diamond (Site 5)[b]	68	66	67	68	68	68
Forester's Office	46	45	57[c]	45	45	45
Delta Park Circle[b] (Site 4)	68	67	67	67	68	68

[a] Levels shown are indoor levels unless otherwise noted. Also, levels shown for the Build Alternative do not reflect the reduction due to the concrete shoulder barrier.

[b] Outdoor levels.

[c] Criteria for commercial operations surrounded by non-noise-sensitive land.

[d] Includes noise from Marine Dr. (Swift Hwy).

TABLE 14
IMPACTED AREAS

Location	No-Build	Build Alternative	
		Plan A	Plan B
East Delta Park	X	X	X
Boatyard Residence (South Side of the Oregon Slough)		X	X

TABLE 15
CONSTRUCTION NOISE IMPACT

(Outdoor Noise Levels)

Sensitive Site	Existing Level (Leq)(h) (dBA)[a]	Predicted Construction Noise (Leq)(h) dBA)[b]	Increase	Construction Period (Months)
Waddles	77	85	8	24
Safeway	74	80	6	24
Northwest Inst.	72	76	4	24
Houseboats (near)	69	76	7	36
Houseboats (far)	64	75	11	36
Boatyard Res.	70	79	9	36
Houseboat Exchange	73	83	10	36
Liquor Store	74	83	9	36
McDonald's	74	82	8	6
Denny's	74	80	6	6
Engine House Pizza	74	83	9	6
Delta Park Circle	68	82	14	8
Forester's Office	71	79	8	8

[a]Worst hour noise levels extrapolated from measurements.

[b]Construction operations are intermittent throughout the day and would not necessarily be continuous for long periods.

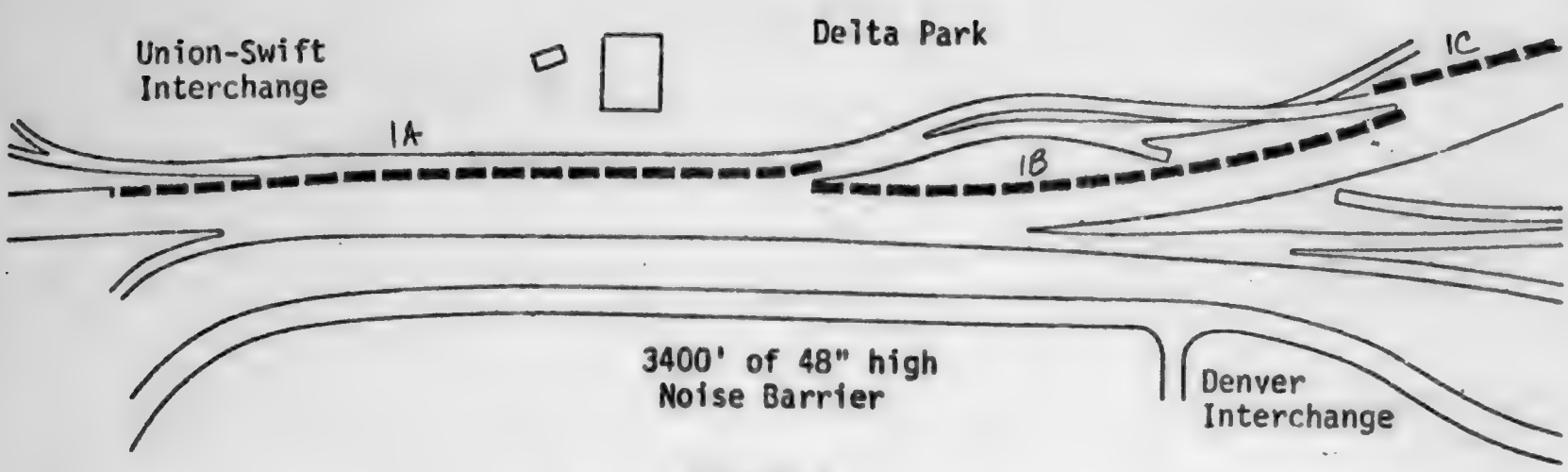


FIGURE 4
DELTA PARK NOISE BARRIER

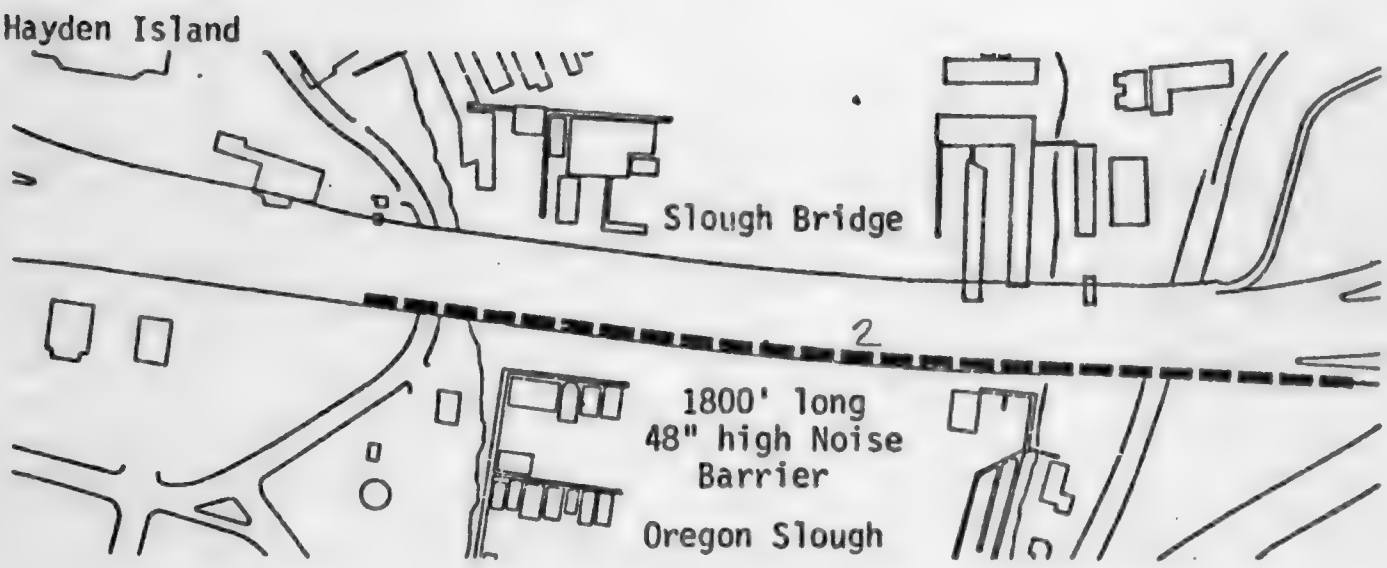


FIGURE 5
SLOUGH BRIDGE NOISE BARRIER

CONSTRUCTION NOISE IMPACTS

Though progress is being made in the field of construction noise evaluation, criteria for evaluating the impact of construction noise have not been developed.

Table 15 presents the comparisons of construction noise with existing noise levels experienced at nearby sites (exterior levels). There would be no significant difference in construction noise levels for the different alternatives. It should be noted that construction operations are intermittent throughout the day and the sites would not necessarily be exposed to the predicted levels more than one hour a day. Also, construction operations will be short lived and transient in nature.

Most commercial buildings in the area are air-conditioned and operate with doors and windows closed all year. As existing surface traffic and aircraft noise levels around the construction area are already high, it is probable that residential doors and windows would also be closed, thus helping to reduce the impact reported in Table 15.

MITIGATION MEASURES

FHPM 7-7-3 requires the identification of noise-abatement measures which are available to reduce noise levels for impact areas. Mitigation measures currently used in highway design include the following:

Acquisition of impacted property

Relocation of impacted property

Noise insulation of public buildings by construction or air conditioning

Noise barriers.

The EPA currently has ongoing programs to reduce truck noise through the enforcement of manufacturing specifications and highway use regulations. New truck noise is rigidly regulated, but little is being done about noise from existing trucks. The Oregon Department of Environmental Quality, has regulated new road vehicles with a noise level moving test at 50 feet, and in-use vehicles with both a stationary and a moving test. No wide-scale enforced testing program for existing vehicles is under way at this writing. Tire roadway interface noise is regulated only under the EPA rule for existing trucks, which prevents the use of odd tire tread designs.

Impacted property can be purchased, but this solution is undesirable and is considered only in extreme cases. Likewise, the relocating or moving a building is not usually a desirable alternative.

In some severe cases, it is possible to upgrade the sound reduction capability of an existing public or nonprofit institutional building, usually by the installation of double storm-window systems and air-conditioning.

Noise barriers present the most common method in use today to reduce the impact of traffic noise. The following sections discuss the areas of this project that were investigated for noise barriers.

TRAFFIC NOISE MITIGATION

Two areas were investigated as possible locations for noise barriers: a strip of land in Delta Park that includes grassy areas and a baseball diamond and is adjacent to the highway, and the boatyard residence on the Oregon Slough. (Site 3).

An analysis of predicted noise levels for trucks and autos at these sites shows that further reduction of noise contributions for auto traffic would provide the 1 to 3 dBA of relief needed to meet the FHWA standard of L_{eq} 67 dBA.

A four-foot-high noise barrier in the locations shown in Figures 4 and 5 was investigated as a means of providing noise mitigation. The most feasible design for the noise barriers would be modified concrete shoulder barriers located at the normal position for a concrete shoulder barrier.

The barrier shown in Figure 4 would not be recommended for the following reasons.

1. The estimated cost, $ 115,000, for the 3-segment barrier is considered excessive for the small amount of attenuation provided.

2. A standard concrete GM barrier would provide nearly the same attenuation from automobiles, while not adding to the project cost.

3. Park usage, while normally fairly light, summer usage - (40-50 weekdays, 75-80 weekends*) would be heaviest on weekends, when traffic volumes on I-5 are lightest (75 - 87% of AWD). Noise levels from I-5 would be reduced a slight amount on weekends.

4. The only human use facilities affected by the project are a model airplane flying range, a baseball diamond, and a few picnic tables on the south end of the park. Neither the airplane range or the baseball diamond are extremely noise sensitive.

* Per telephone conversation with park foreman 12-4-79.

5. The primary use for the strip of land adjacent to I-5 is for storage of park maintenance equipment and supplies - non noise sensitive usage.

6. The noise barrier would not offer any reduction to Union Avenue noise levels. Park access would prevent the construction of any form of noise mitigation on Union Avenue.

7. Automobiles traveling along the Delta Park section of I-5 would suffer view loss from the four foot barrier. A panoramic view of Delta Park is presently provided when traveling along the outermost lanes of I-5.

The noise barrier shown in Figure 5 would not be recommended for the following reasons:

1. It would not be effective - Noise contributions from West Marine Drive dominate the acoustic environment along that section of the Columbia Slough rather than noise contributions from I-5.

2. Additional height added to the shoulder barrier of the west side of structure would detract from the aesthetics of the structure- it would give the east and west sides a non-uniform appearance.

3. Again, as is the case with the barrier in Figure 4, automobiles would suffer view loss from the four foot barrier. A panoramic view of the river westward is presently provided when traveling the outermost lanes of I-5.

In both areas where future noise levels are predicted to exceed Federal design noise levels, the standard GM shoulder barrier will be proposed as a means of partial mitigation. An exception to the achievement of Federal design noise levels is requested.

CONSTRUCTION NOISE MITIGATION

Construction noise levels for the I-5 Jantzen Beach project will be higher than desirable as previously described. Mitigation strategies for construction noise are as follows:

Construction noise levels for the I-5 Jantzen Beach project will be mitigated by the following time and activity restraints. The contractor will be required to comply with the city of Portland Noise Ordinance 18.070.

Maximum Sound Levels: No person shall operate any equipment or appurtenances thereto in commercial construction activities which exceeds 85 dBA, when measured at 50 feet (15.2 meters) from the source. This standard shall not apply to trucks (see Section 18.10.040), pile drivers, pavement breakers, scrapers, concrete saws, and rock drills.

Night, Weekends, and Legal Holiday Limitation: From 6:00 p.m. to 7:00 a.m. the following morning, and 6:00 p.m. Saturday to 7:00 a.m. the following Monday, and on legal holidays, the permissible sound levels of Sections 18.10.010 and 18.10.020 shall apply to all construction activities except by special permit or for reasons of emergency. The exempted equipment of Section 18.10.070(1) is not exempted during these hours. For purposes of this subsection, construction activities on a public road within a zone shall be considered as taking place on private property within that zone.

The deviations from permissible levels established in Section 18.10.010(2) apply to the subsections above.

All equipment used in commercial activities shall have sound control devices no less effective than those provided on the original equipment, and no equipment shall have an unmuffled exhaust.

When construction activities are to occur within or near a quiet zone, the agent responsible for such activities shall consult with the Noise Control Officer prior to the commencement of such activities for the purpose of determining procedures for the reduction of sound levels in that quiet zone.

Based upon the provisions of the noise ordinance, operating times for construction equipment could be from 7:00 a.m. to 6:00 p.m. except as noted.

LOCAL COORDINATION

To date, no communication has taken place with local officials concerning the project noise impacts.

A copy of this report as well as a copy of FHWA policy regarding limitations on noise mitigation for future development (FHPM 7-7-3) will be forwarded to Multnomah County and the City of Portland. These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land use development from becoming incompatible with anticipated highway noise levels.

LCDC STATEWIDE PLANNING GOALS AND GUIDELINES

The Air, Water, and Land Resources Quality goal is to maintain and improve the quality of the air, water, and land resources of the state. Noise is addressed in the "Waste and Process Discharges" section of the LCDC guidelines. New developments must not threaten to violate or violate applicable state or federal environmental quality statutes, rules, and standards.

In the absence of an applicable State noise standard, for purposes of review with respect to LCDC coordination, this report has been prepared in accordance with FHWA FHPM 7-7-3. In doing this, the Federal noise standards have been met.

Another section of the LCDC goals pertaining to environmental resources which can be analyzed with respect to air sheds and water basins, states that discharges shall not: 1) exceed the carrying capacity of such resources, considering long range needs; 2) degrade such resources; or 3) threaten the availability of such resources. Noise (or quiet) is not a resource which can be inventoried by geographic boundaries such as air sheds or water basins, so no noise assessment is made with respect to this LCDC goal.

APPENDIX A

AIRCRAFT NOISE INFORMATION

APPENDIX A-1

HOURLY ARRIVALS AND DEPARTURES FROM PORTLAND INTERNATIONAL AIRPORT[a]

Hour	Arrivals	Departures
6:00- 7:00 a.m.	2	2
7:00- 8:00 a.m.	9	16
8:00- 9:00 a.m.	10	12
9:00-10:00 a.m.	9	9
10:00-11:00 a.m.	5	8
11:00-12:00 p.m.	10	7
12:00- 1:00 p.m.	9	10
1:00- 2:00 p.m.	6	9
2:00- 3:00 p.m.	9	8
3:00- 4:00 p.m.	12	8
4:00- 5:00 p.m.	3	5
5:00- 6:00 p.m.	9	8
6:00- 7:00 p.m.	4	6
7:00- 8:00 p.m.	6	7
8:00- 9:00 p.m.	5	3
9:00-10:00 p.m.	8	7

[a]Compiled from flight schedules for PIA.

APPENDIX A-2

PERCENT OF AVERAGE ANNUAL RUNWAY USE
PORTLAND INTERNATIONAL AIRPORT

Aircraft	Runway 28L	28R	10L	10R	20	Total	Actual 1976 Operations
Approaches							
Air Carrier	17.5	32.0	17.5	32.0	1.0	100	39,296
General Aviation	5.0	42.5	45.0	5.0	2.5	100	57,335
Military	37.5	12.5	2.5	47.5	0.0	100	11,910
Departures							
Air Carrier	31.5	17.5	37.5	12.5	1.0	100	39,296
General Aviation	0.0	47.5	40.0	10.0	2.5	100	57,335
Military	47.5	2.5	2.5	47.5	0.0	100	11,910
Total							217,082

Sources: Port of Portland and
FAA Control Tower.

APPENDIX A-3

AIRCRAFT NOISE EXPOSURE (dBA)[a]

	Departing		Approaching	
Site	Level	Duration (Seconds)	Level	Duration (Seconds)
15	78.6	38.6		
15	79.6	31		
15	79.8	39.6		
15	76.2	27.8		
9	80.7	39.4		
30	71.4	63.4		
30	73.6	35.4		
22	67	34.2		
22	71.7	40.6		
6	79	30.2	61.8	34
7			61.9	35

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[a]Noise levels are equivalent noise levels for each aircraft (L_{eq}).

APPENDIX B

CONSTRUCTION NOISE INFORMATION

APPENDIX B-1

MAXIMUM NOISE LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT(1) - (dBA)

CONSTRUCTION ACTIVITY	EQUIPMENT	EMISSION LEVEL dBA at 15 METERS
Widening Roadway	Grader	88
	Compactor	79
	Paver	85
	Roller	76
	Water Truck	80
Freeway Construction	Excavator	85
	Compactor	85
	Dump Truck	88
	Paver	85
	Roller	76
	Truck Crane	83
	Concrete Truck	88
Ramp and Detour Construction	Grader	88
	Compactor	85
	Paver	85
	Roller	76
	Water Truck	80
Ramp Demolition	Bulldozer	87
	Front Loader	84
	Dump Truck	88
	Jackhammer	88

(1) FHWA PB272-841, March 1977; NTIS ADIA 05-737, Jan. 1978
M. Craft, Construction Engr., ODOT, Portland, Feb. 1979

APPENDIX B-1 (Cont'd)

MAXIMUM NOISE LEVELS OF TYPICAL CONSTRUCTION EQUIPMENT - (dBA)

CONSTRUCTION ACTIVITY	EQUIPMENT	EMISSION LEVEL dBA at 15 METERS
Bridge Construction	Pile Hammer	
	Concrete Truck	88
	Heavy Truck	88
	Crane (2)	83
	Air Compressor	74 (silenced)
	Air Compressor	81 (unsilenced)
	Water Pump	76
	Power Saw (chain)	85
	Paver	85
	Roller	76
Bridge Demolitions	Crane (Hoist)	83
	Front Loader	84
	Dump Truck	88
	Jackhammer	95
	Paving Breaker	88
Traffic Signal Installation	Medium Truck	76
	Crane Truck	83
Cleanup Operations	Dump Truck	88
	Flatbed Truck	77
	Frontloader	83
	Air Compressor	81
	Water Truck	80
	Power Broom	Unknown

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(1) FHWA PB 272-841, March 1977; NTIS ADIA 05-737, Jan. 1978
M. Craft, Construction Engr., ODOT, Portland, Feb. 1979

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I-5

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ROAD DESIGN SECTION 378-6558

Tony George
Engineering Coordinator, ENVIRONMENTAL

November 30, 1979

Adrian Olson
Preliminary Design Engineer

Noise Mitigation
Jantzen Beach-Delta Park Intchge. Sec.
Pacific Highway (I-5)
Multnomah County

The most practical design for the barriers proposed in your letter would appear to be modified concrete shoulder barriers located at the normal position for a concrete shoulder barrier.

The estimated cost for a modified concrete shoulder barrier 48 inches is $58 per lineal foot, or an increase of $38 per foot over the normal shoulder barrier which is to be provided.

Segment 1A: This barrier would be located at the left shoulder between "FU" stations 100 and 114. The estimated increased cost for this 1400-foot long barrier is $55,000.

Segment 1B: This barrier would be located at the left shoulder between "L" stations 113+50 and 124. The estimated cost for this 1050-foot barrier is $40,000.

Segment 1C: This barrier would be located at the left shoulder between "FU" station 123 and "L" station 128+50. The estimated cost for this 550-foot long barrier is $20,000.

There would be no apparent adverse impact to the road design by construction of these barriers.

This would be a type L-A project.

RM:cj

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I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 30, 1979

Salem, OR 97310

FILE:

FROM: Anthony J. George Jr.
Engineering Coordinator
Environmental Section

TO: J.H. Versteeg
Head of Engineering

SUBJECT: Noise Mitigation
Jantzen Beach-Delta Park Interchange
Pacific Highway (I-5)
Multnomah County

Potential noise mitigation for the subject project is detailed in the Technical Appendices to the subject project Draft Environmental Impact Statement (DEIS). Two 48 inch barriers have been recommended for noise mitigation. The first, consisting of three segments, is located east of Interstate 5 between Delta Park Interchange and Union/West Marine Drive Interchange. The second barrier is located on the proposed Oregon Slough Bridge structure on the west side of Interstate 5.

We are requesting that you determine the engineering feasibility and estimate costs for the first barrier mentioned above. The attached sketch (Figure 5-6) from the DEIS shows the approximate location of the barrier. The exact location and noise characteristics of the barrier are detailed below.

Segment	Location	Length	Height	dba Reduction
1A	"L" sta. 100+00 (100' lt.) to "L" sta. 114+00 (125' lt.)	1400'	48"	5
1B	"L" sta. 113+50 (40'lt.) to "L" sta. 124+00 (40' lt.)	1050'	48"	4
1C	"L" sta. 123+00 (95' lt.) to "L" sta. 128+50 (40' lt)	550'	48"	5

The second barrier (attached sketch, Figure 5-7) was judged impractical and does not need further evaluation.

There is supplemental material available in the Environmental Section. Please contact Tim Thex or myself if you have any questions.

AJG:TT:ct

Attachment

cc: Adrian Olson w/attachment
Tim Thex

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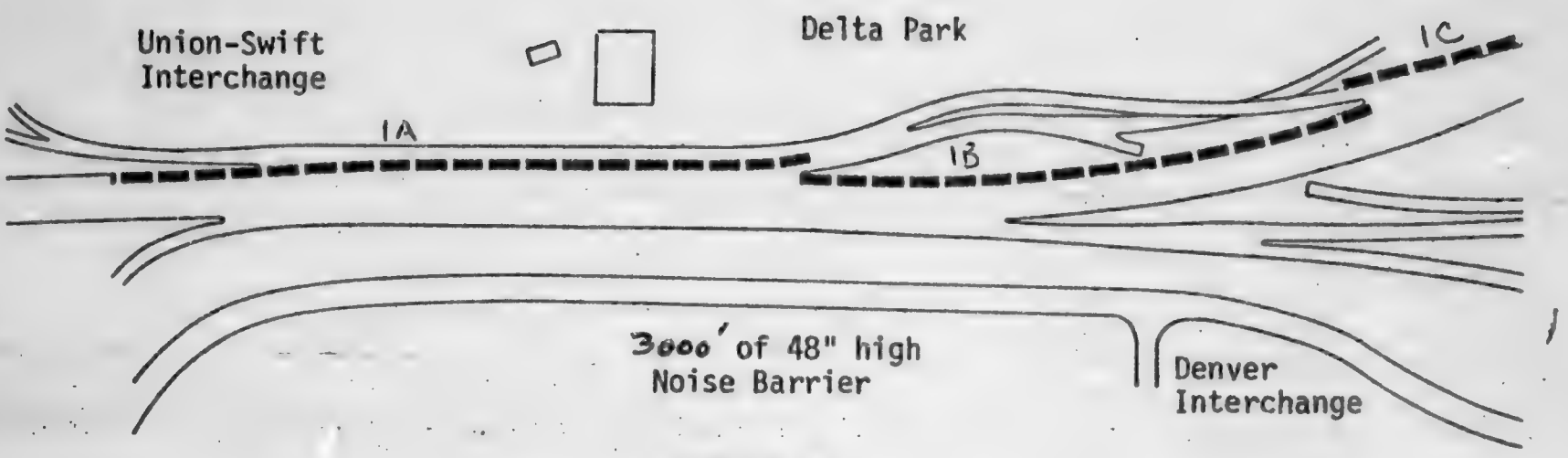

FIGURE 5-6
DELTA PARK NOISE BARRIERS

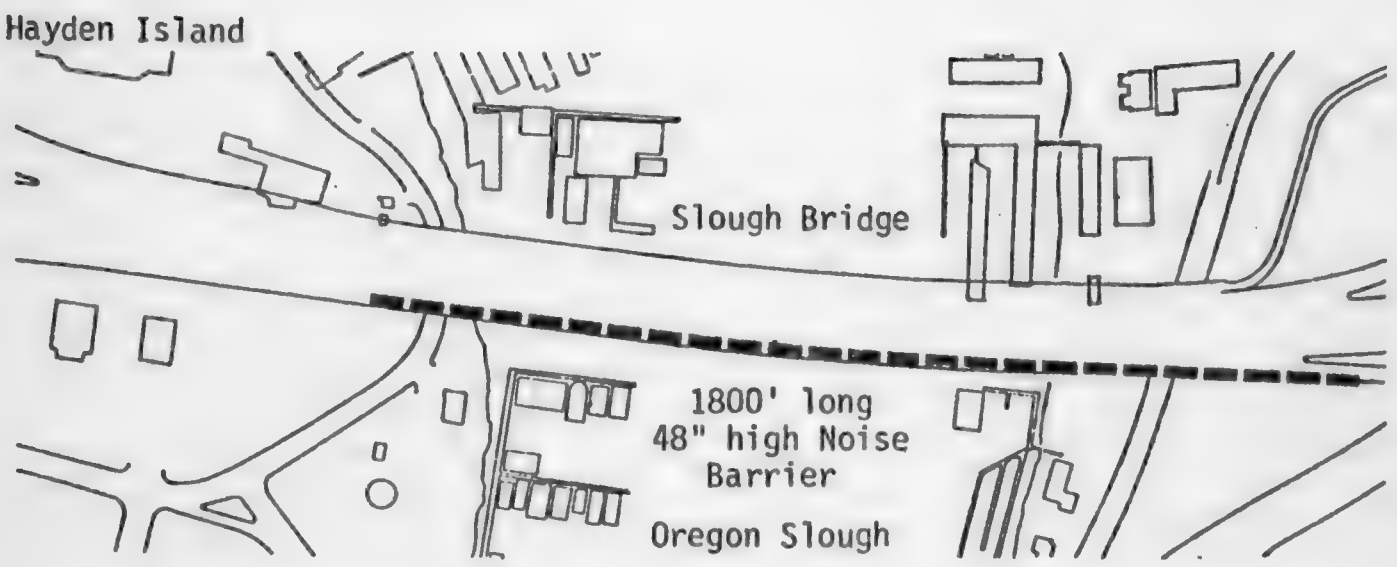

FIGURE 5-7
OREGON SLOUGH BRIDGE NOISE BARRIERS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 31, 1979

Salem, OR. 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Jantzen Beach-Delta Park Interchange
Multnomah County
Project Schedule

NOTED
E. S. HUNTER

TO: D. R. Adams
Project Development Manager
Metro

I note with interest the memo dated 10-29-79 from Jim McClure to you regarding the subject project. Several points are not evident in this memo and therefore it is misleading. First of all, this information was given to Don Fantz by Cam Gilmour over the phone on 10-29-79. Cam qualified the dates because there are several unknown factors at this time. These factors relate to precise durations for typing, retyping, duplication, incorporation of review comments, another round of typing and editing--before submitting approval copies.

A general qualification regarding the assumptions which were used to develop the dates would have been in keeping with the conversation which provided input to the memo.

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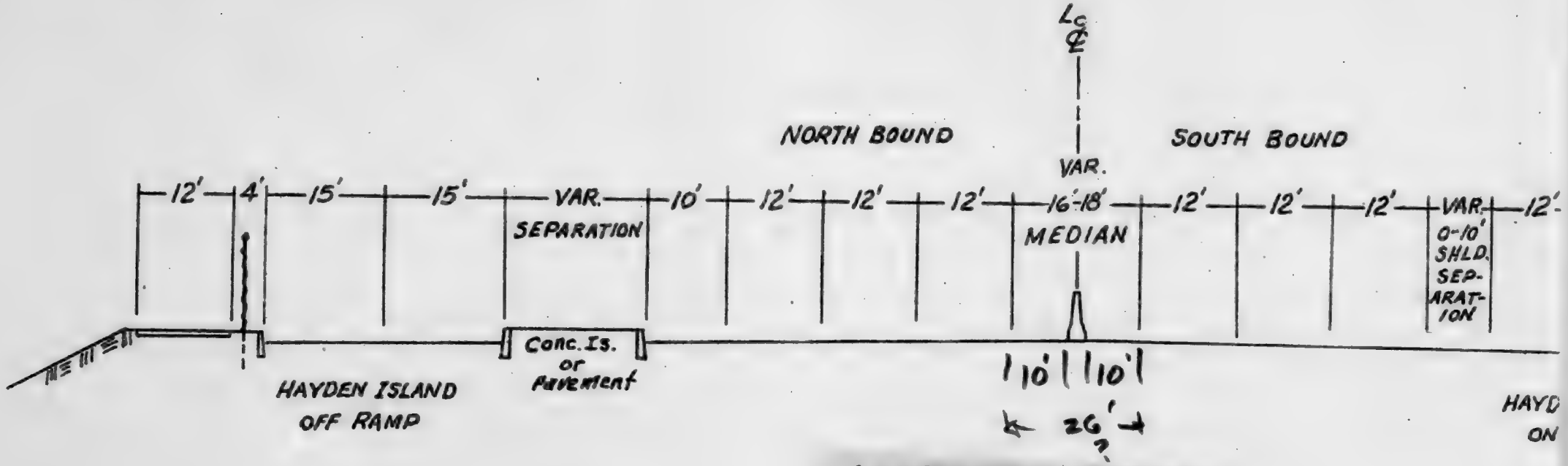

JANTZEN BEACH
INTERCHANGE

Set returned to KDL for his consideration
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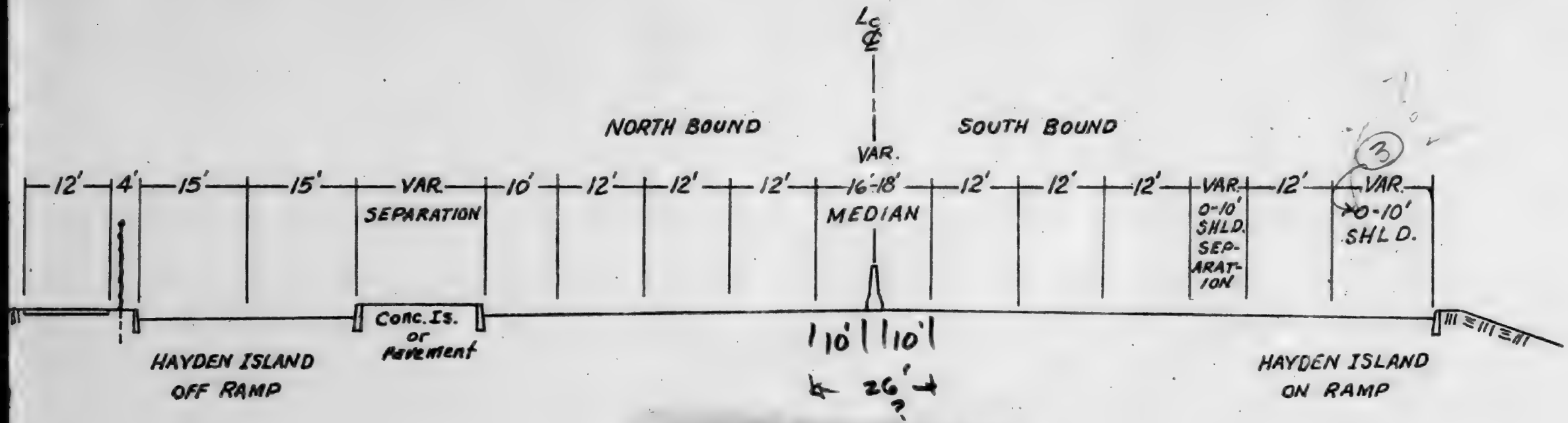

JANTZEN BEACH
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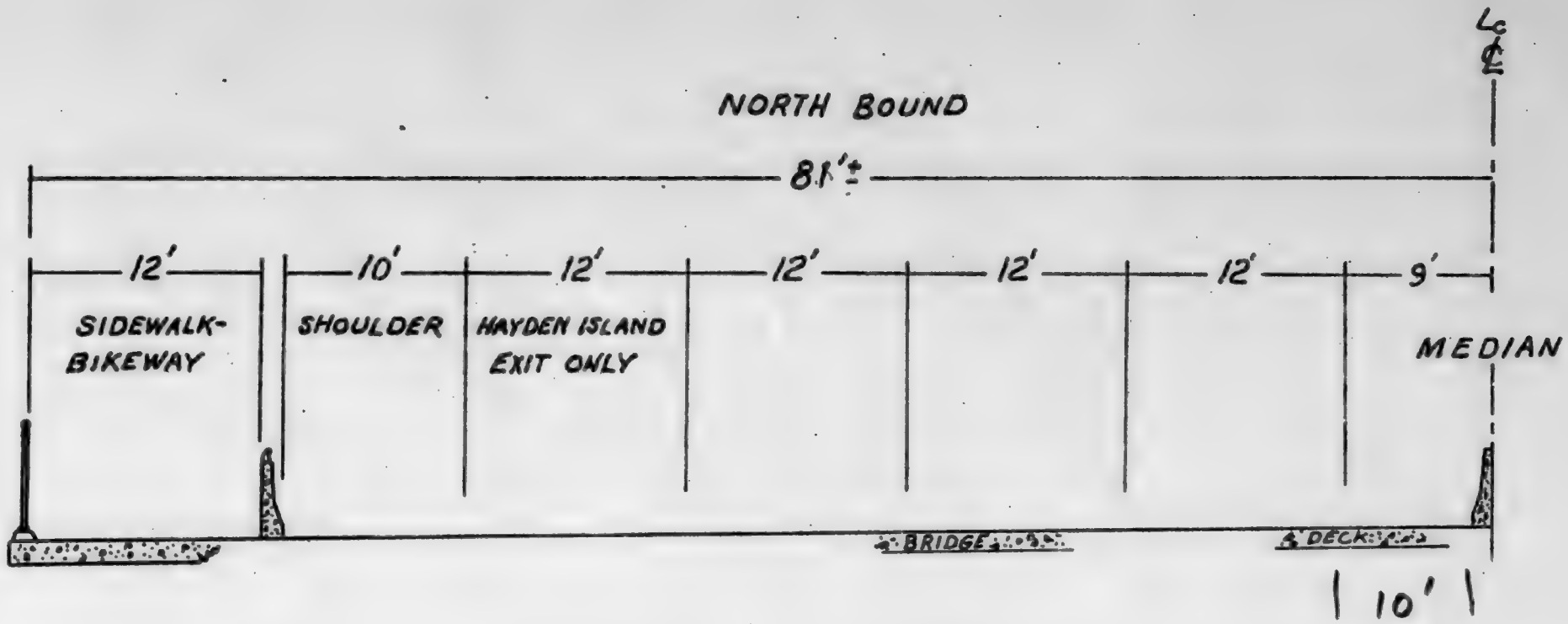
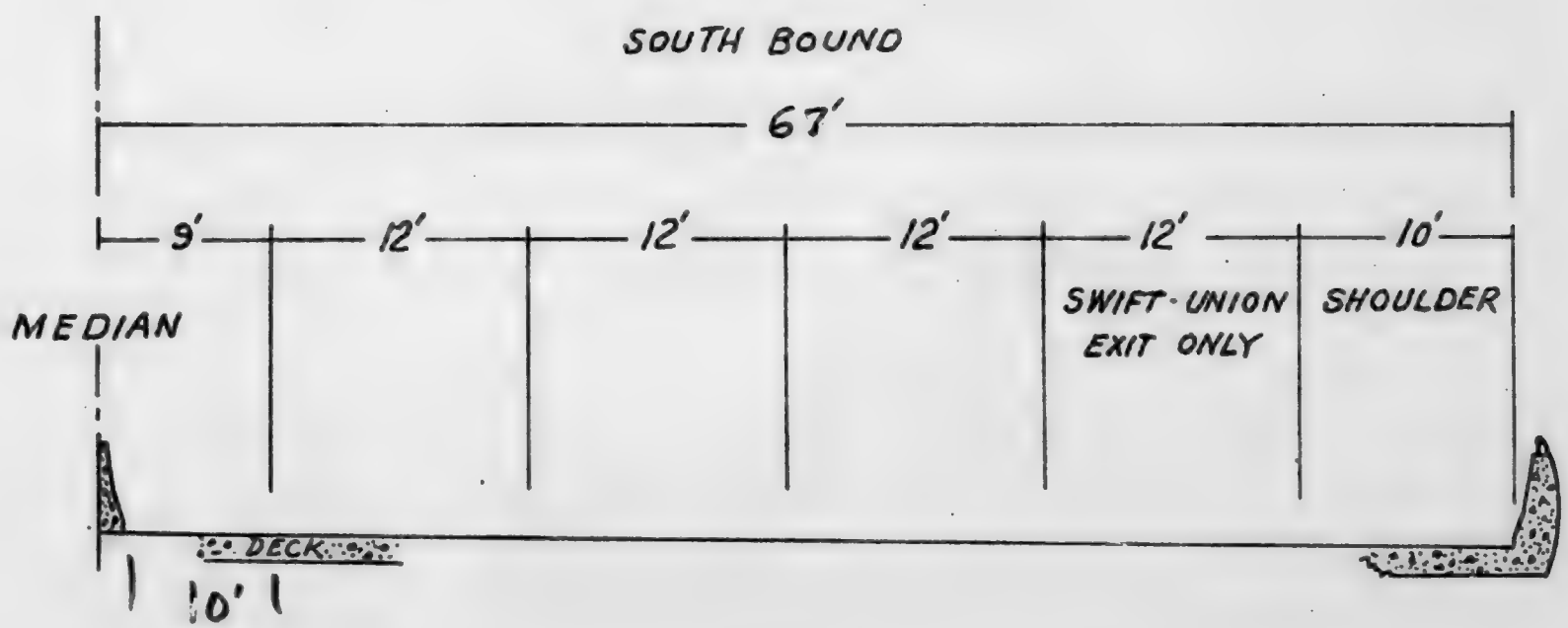
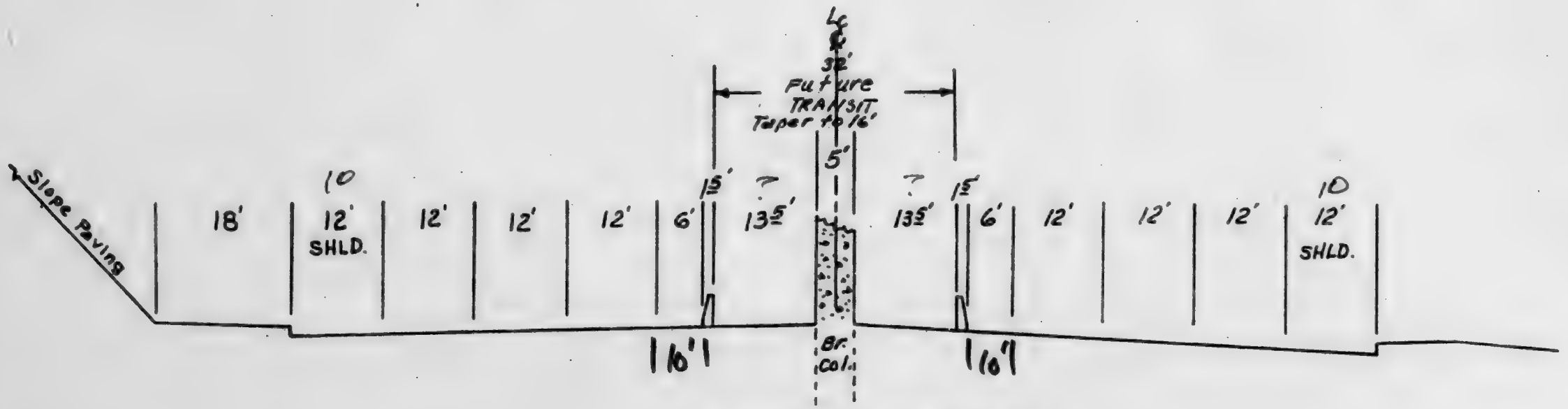




SLOUGH BRIDGE TYPICAL SECTION



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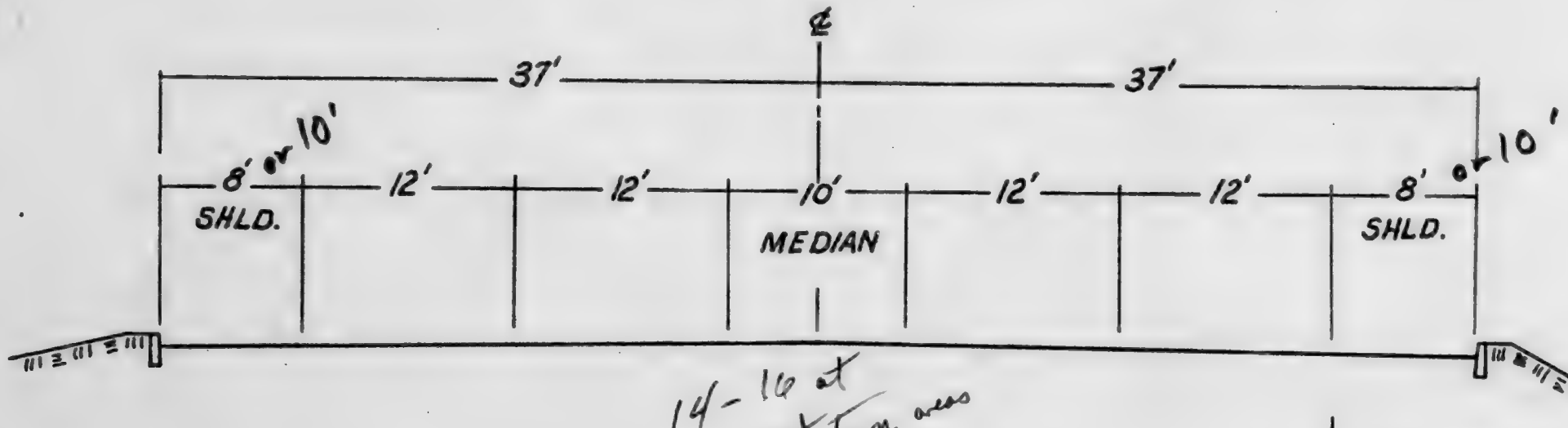
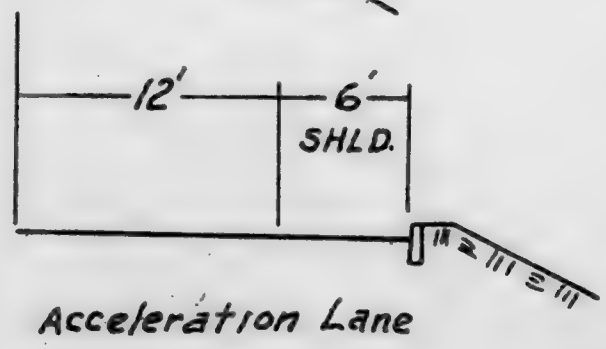
UNION AVE.

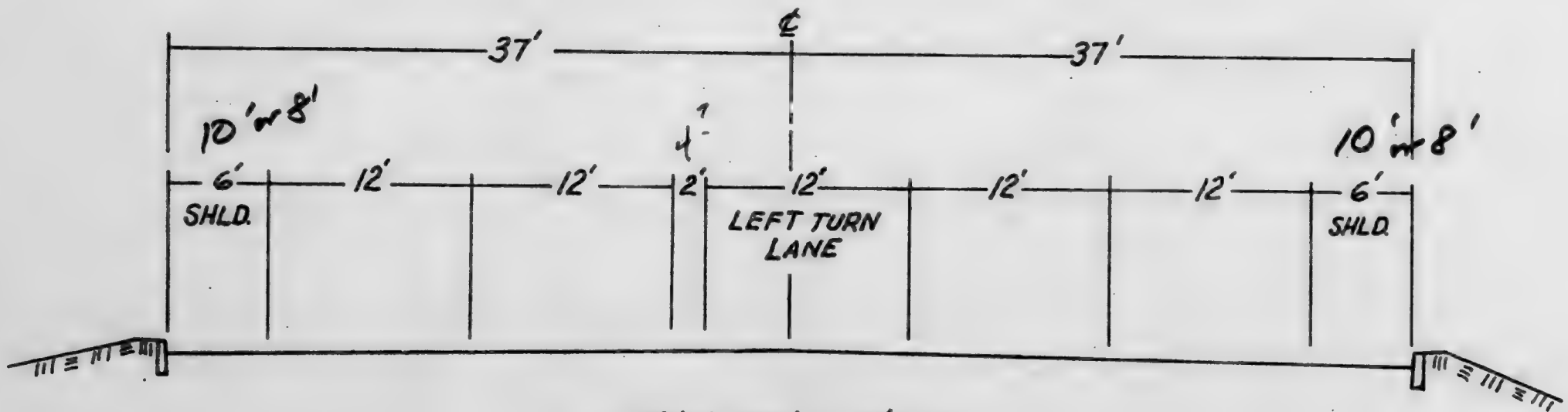


14 - 16 at
left turn areas

TYPICAL SECTION

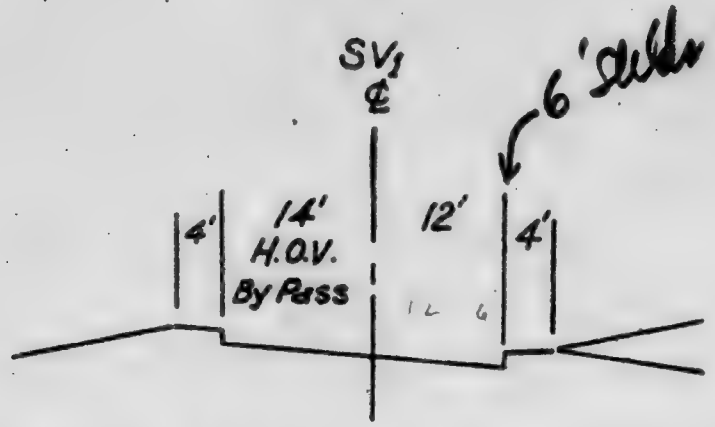


Acceleration Lane



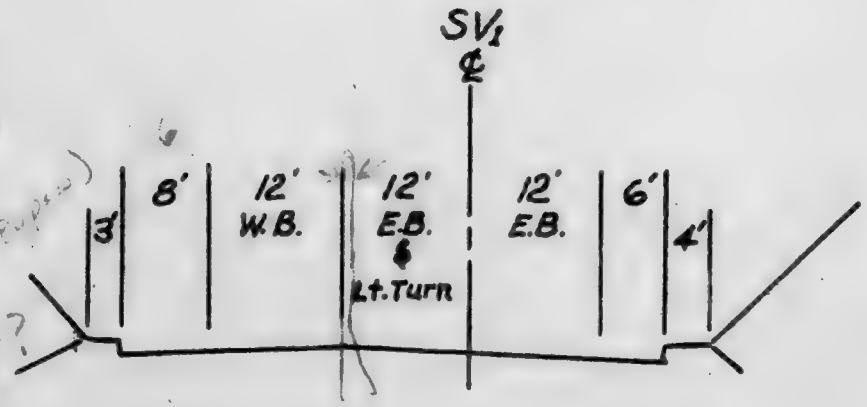
Left turn Locations
at Swift Highway

(6)



5A

PIER 99 MARINA to FREEWAY AND UNION AVE - VANCOUVER RAMP

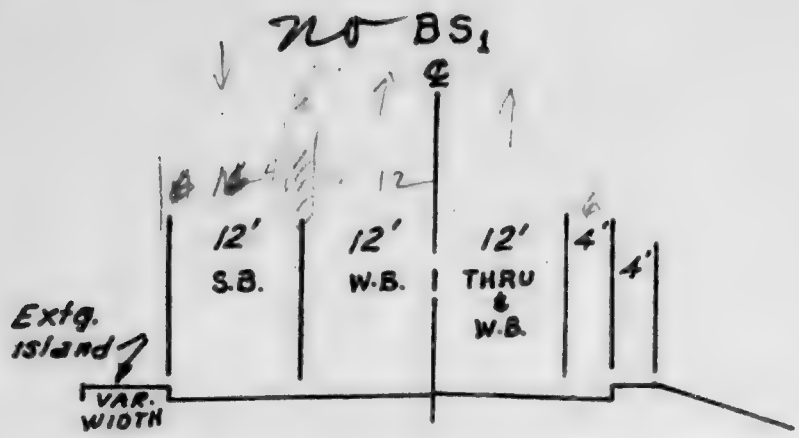


(6A)

UNION - SWIFT - "SF" JCT. TO PIER 99 MARINA

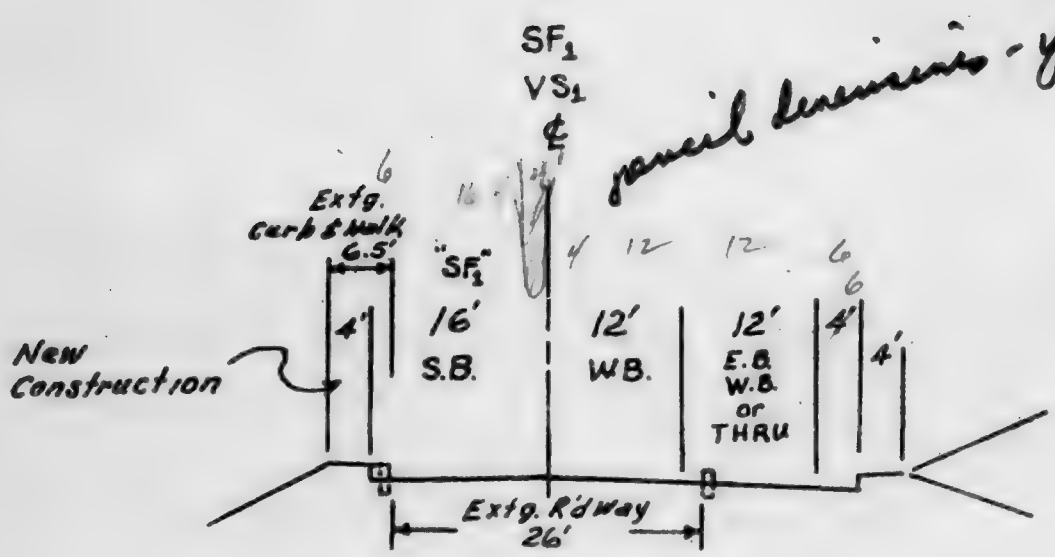
yes ↑

(7)



VS1 - UNION AVE. LOOP to SWIFT-UNION JCT.

(7A)



SF, VS1 MERGE to UNION AVE. LOOP

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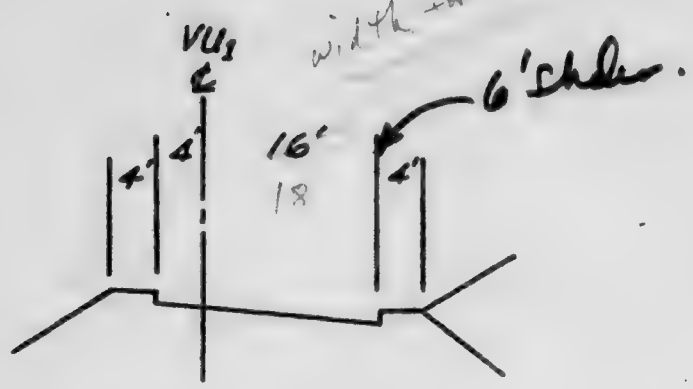
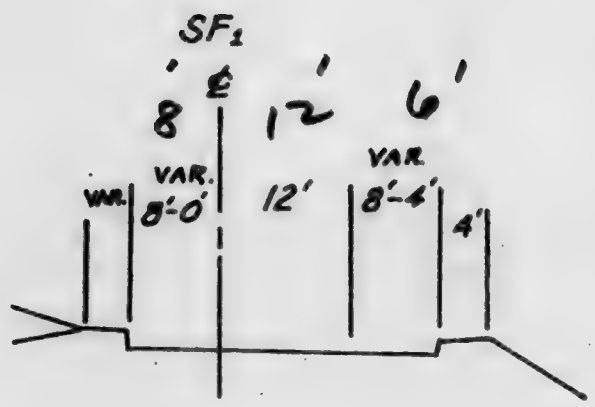
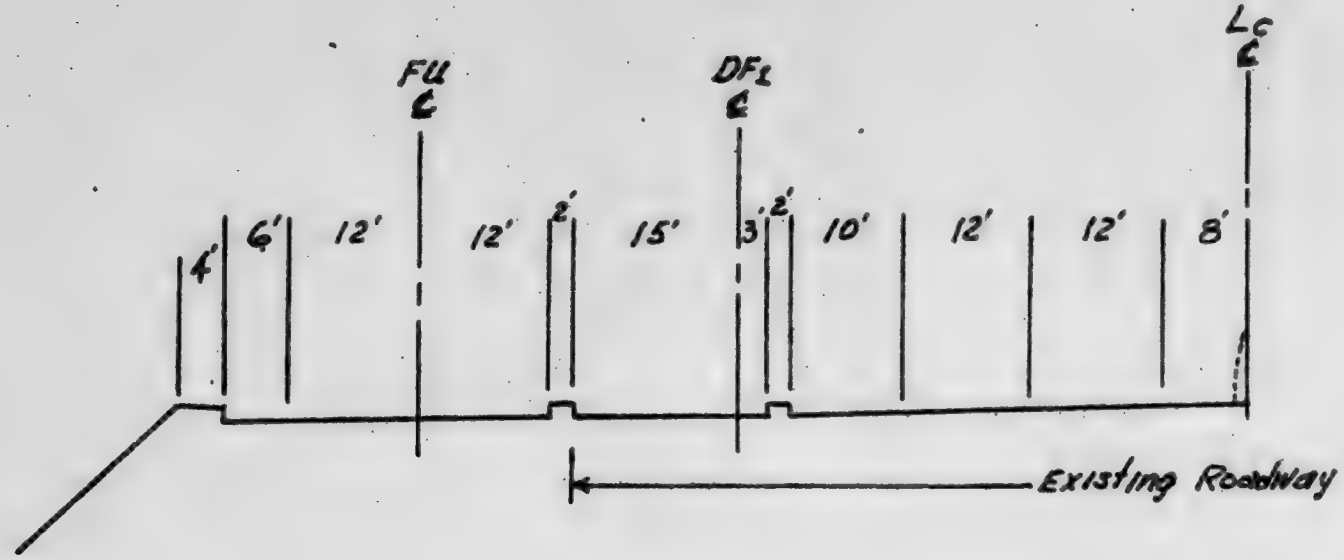


VANCOUVER-UNION LOOP

(8A)



SWIFT - FREEWAY



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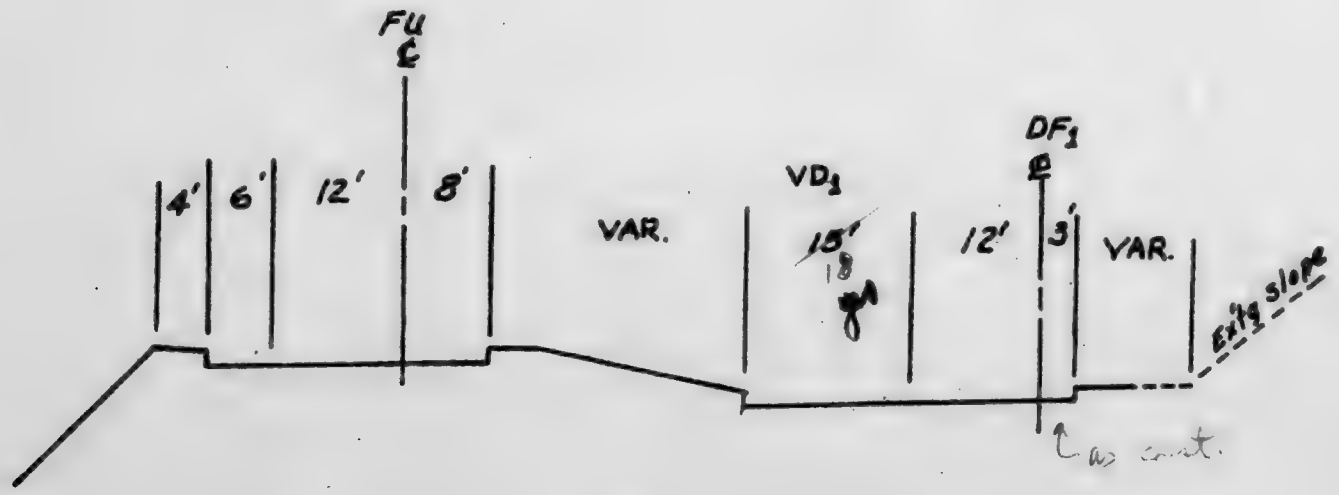
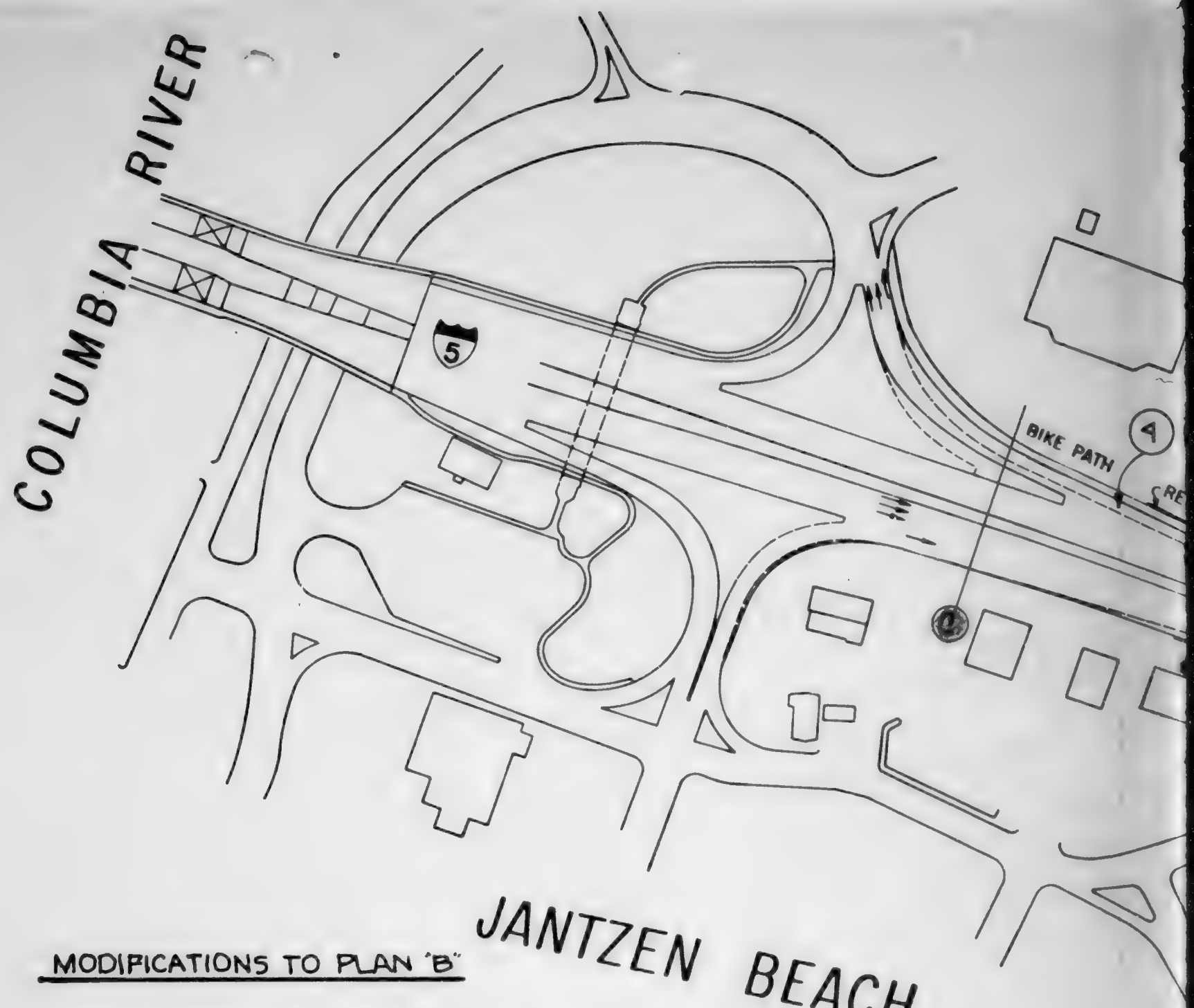


(9A)

DELTA PARK INTCH. RAMPS



MODIFICATIONS TO PLAN "B"

1.&2. MODIFICATIONS OF FREEWAY TO SIX-LANES BETWEEN DELTA PARK INTCH. NORTH RAMPS AND OREGON SLOUGH BRIDGE. ADDS THIRD LANE BOTH NORTH AND SOUTH BOUND.

3. DELETION OF PROPOSED FRONTAGE RD. CONNECTION BETWEEN N. MARINE DRIVE AND SWIFT HIGHWAY.

4. MODIFY N. BOUND "OFF"-RAMP TO HAYDEN ISLAND.

5. MODIFY FREEWAY WEST RAMP TERMINAL SIGNALIZED INTERSECTION WITH SWIFT HWY.

6. MODIFICATION OF N
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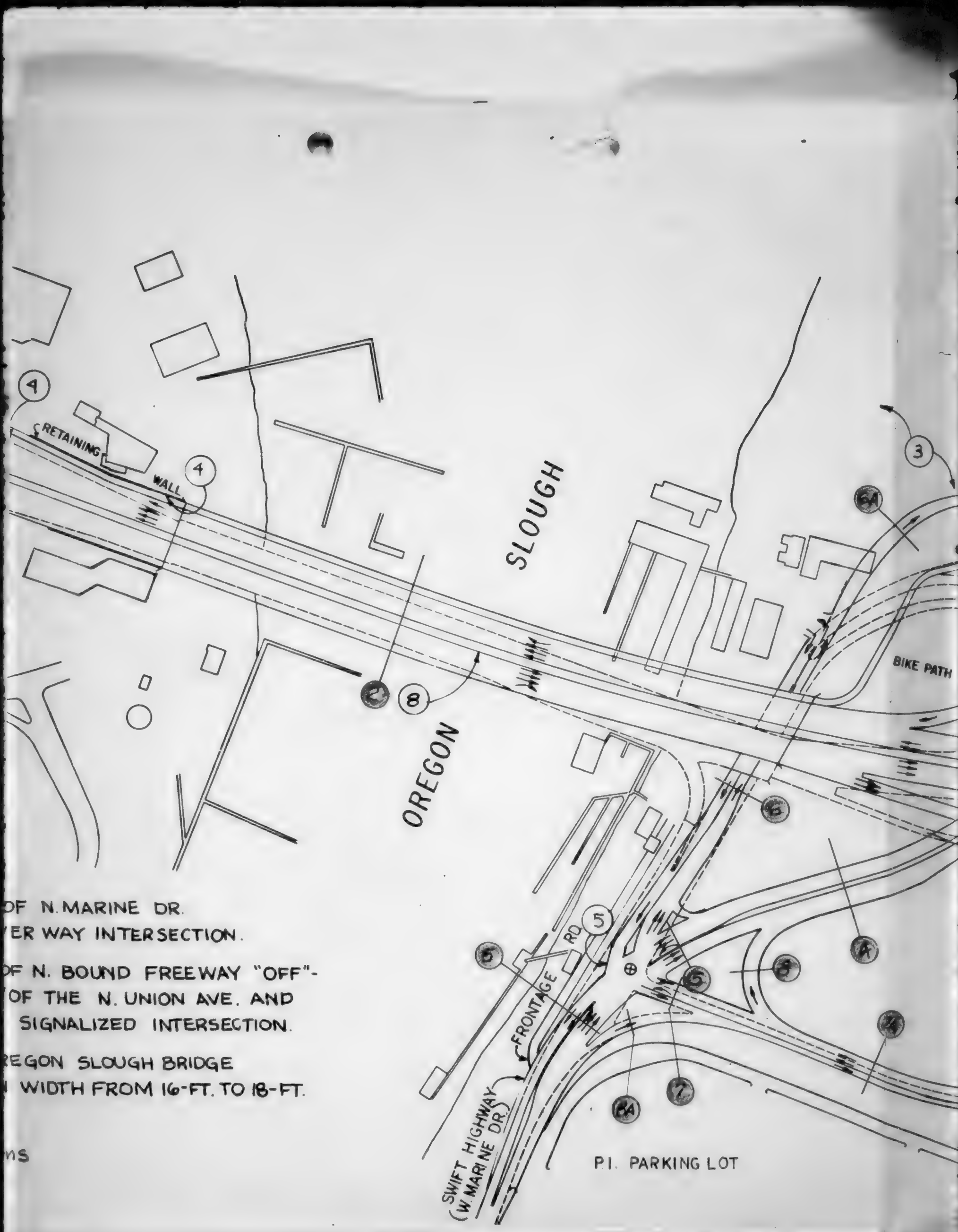

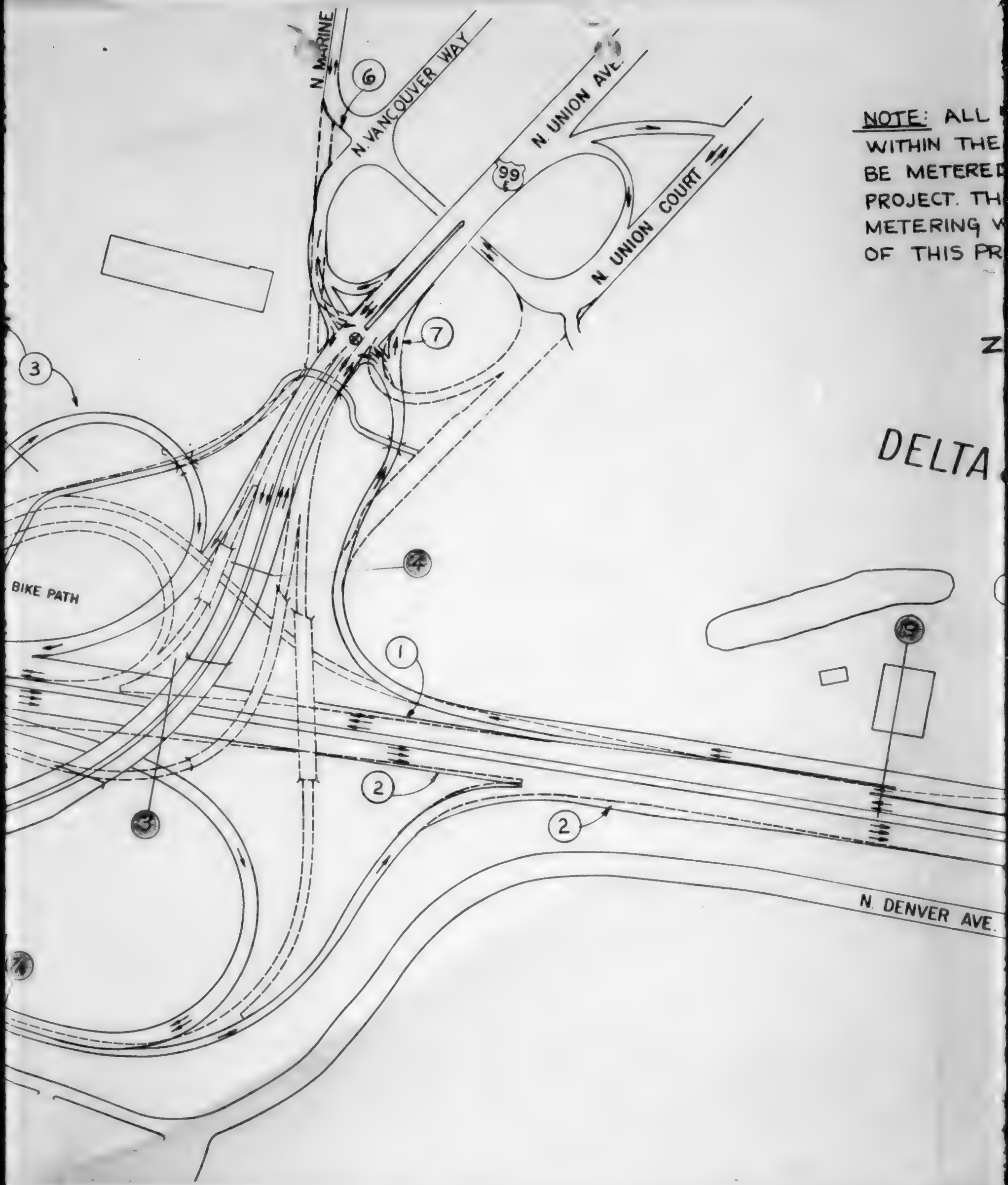

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OREGON DEPARTMENT OF TRANSPO
METROPOLITAN BRANCH

PLAN "B" MODIFIED

JANTZEN BEACH - DELTA PA

PACIFIC HWY. (INTERSTATE

MULTNOMAH COUNTY.

ADMINISTRATOR R.N. BOTHMAN DATE SE

DESIGNED BY

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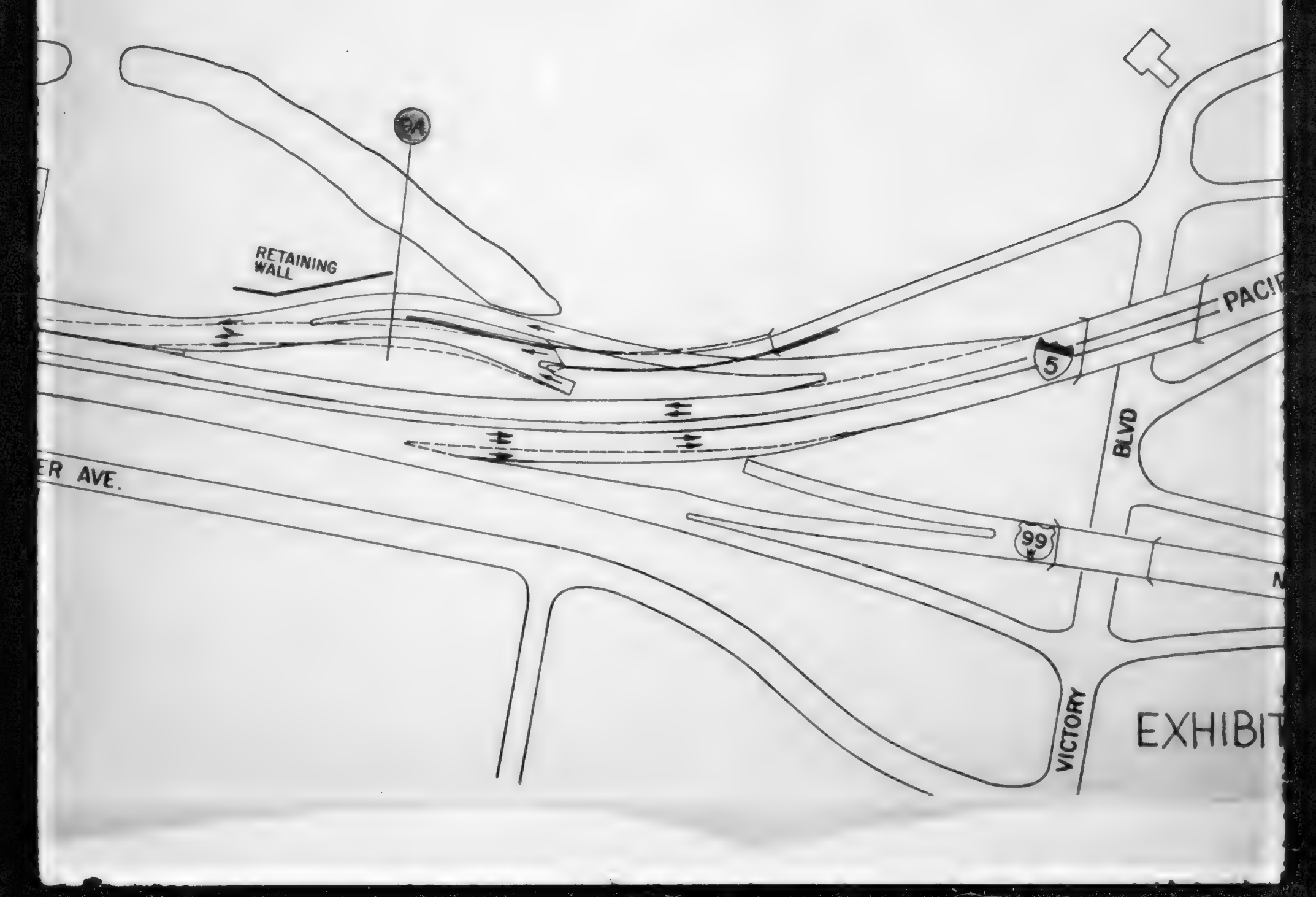

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OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

PLAN "B" MODIFIED

JANTZEN BEACH - DELTA PARK INTCH.

PACIFIC HWY. (INTERSTATE 5)

MULTNOMAH COUNTY

ADMINISTRATOR R.N. BOTHMAN DATE SEPT. '79

DESIGNED BY

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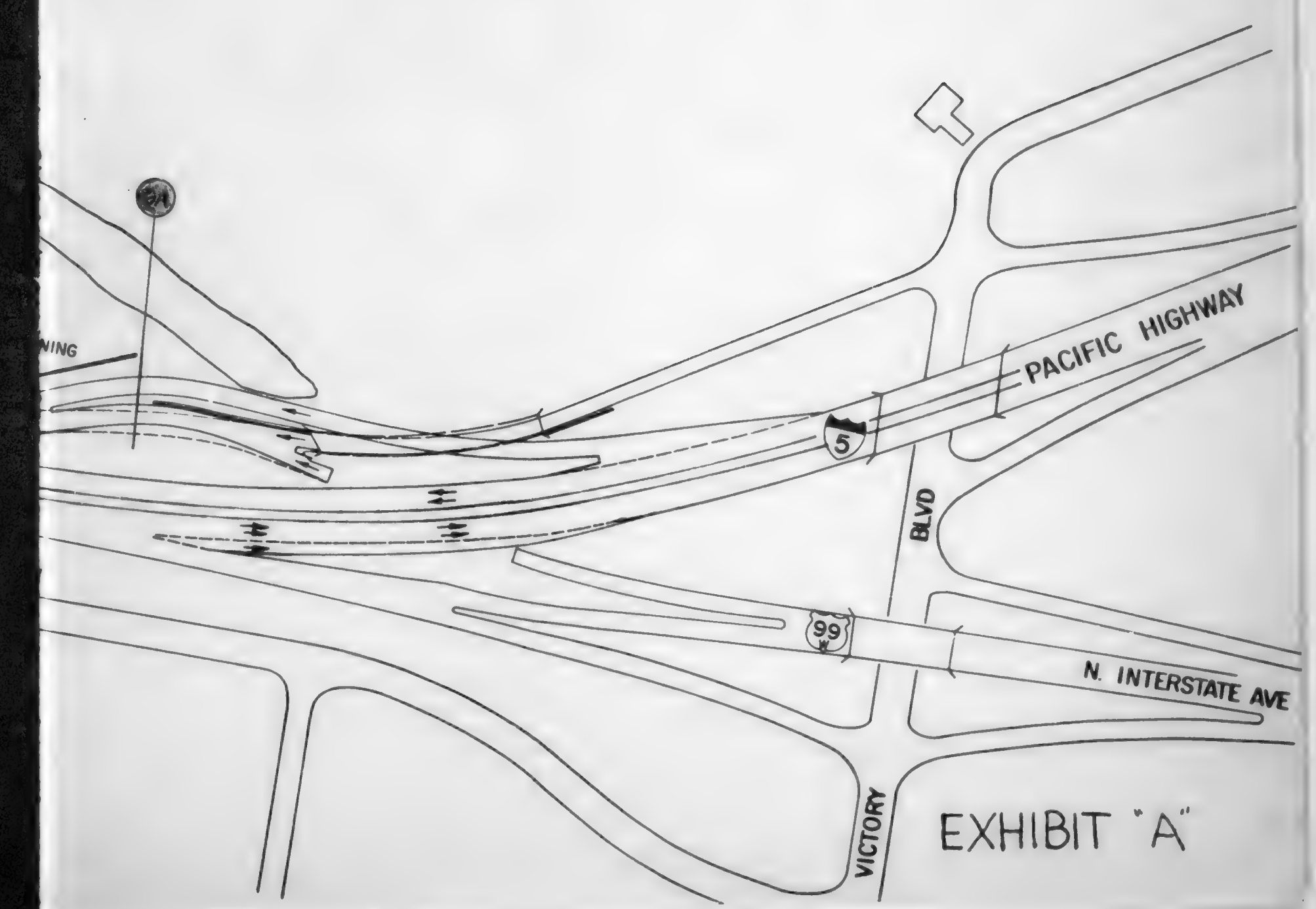


EXHIBIT "A"

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

October 11, 1979

Oregon Dept. of Transportation
State Highway Building
Salem, OR 97030

Gentlemen:

Enclosed for your information is a copy of Resolution No. 32520, passed by the Council October 10, 1979.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

EC:cn
Enclosure

RESOLUTION 32520

WHEREAS, the Columbia Region Association of Governments, after a study involving affected local jurisdictions, recommended that the Oregon Department of Transportation (Resolution BD 770706) "proceed with the design of the Oregon Slough Bridge on I-5...;" and

WHEREAS, the City of Portland has participated in a cooperative planning effort with the Oregon Department of Transportation, the Metropolitan Service District, Tri-Met, and the Port of Portland and others to improve transportation along I-5 south of Hayden Island; and

WHEREAS, the Oregon Department of Transportation has prepared alternative plans and prepared an Environmental Impact Statement, and held a public hearing on those alternatives; and

WHEREAS, the public generally supported Alternative B, but suggested modifications; and

WHEREAS, ODOT has recommended Alternative B, modified to incorporate the public's suggestions, and requested City of Portland concurrence in this recommendation; NOW, THEREFORE, BE IT

RESOLVED, that the City Council recommends that ODOT proceed with final design and construction of Jantzen Beach to North Delta Park Interchange I-5 Project, Alternative B (modified), as shown on the map attached to the original only of this resolution and by this reference made a part hereof, however, this resolution does not necessarily indicate support of or willingness to accept ramp metering within the city limits of Portland.

Adopted by the Council OCT 10 1979

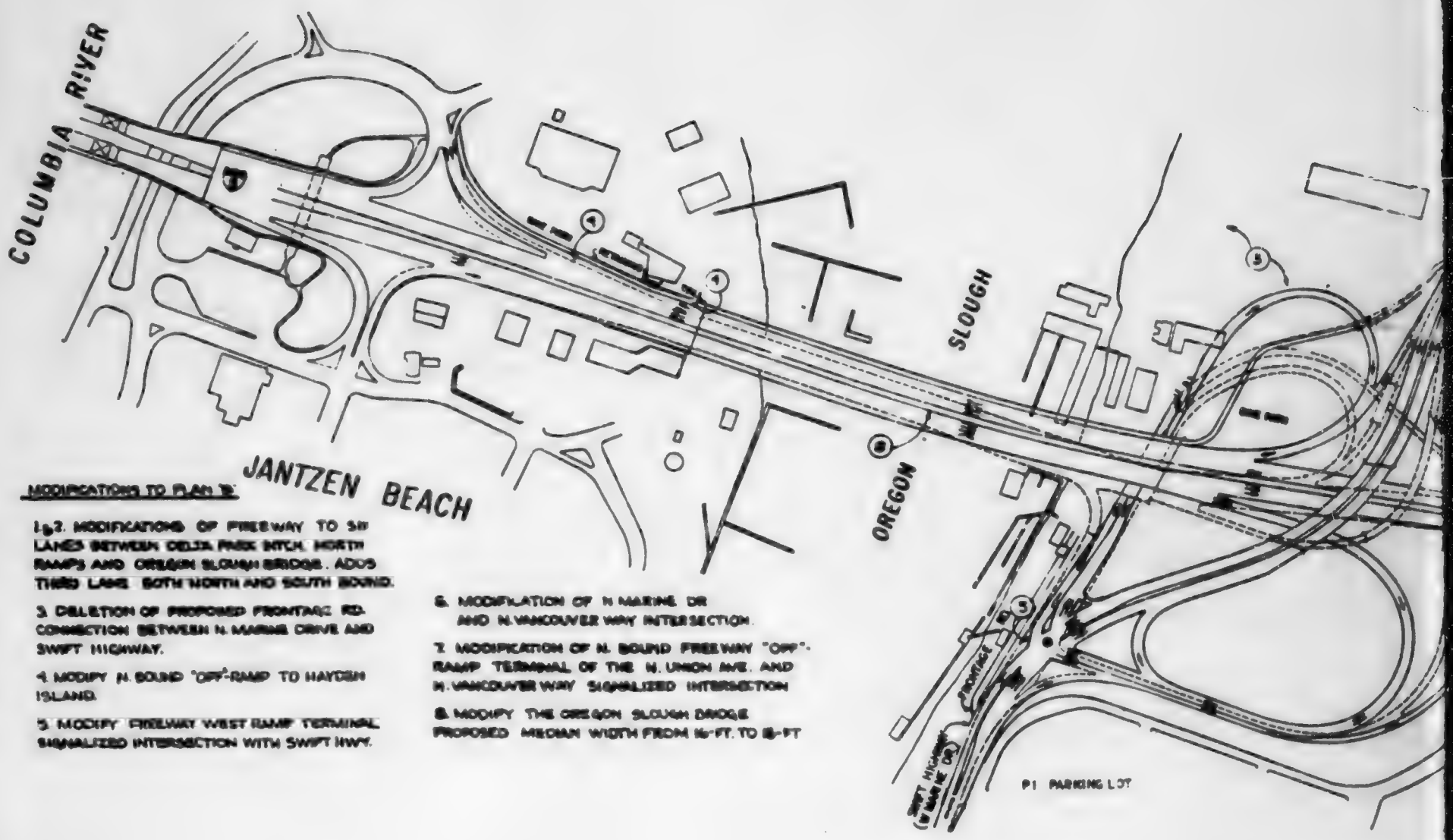
George Yerkovich

Auditor of the City of Portland

Commissioner Lindberg

ML:SD:db:hmc

Ocotber 3, 1979



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7. MODIFICATION OF N. BOUND FREEWAY "OFF"-RAMP TERMINAL OF THE N. UNION AVE. AND N. VANCOUVER WAY SIGNALIZED INTERSECTION

8. MODIFY THE OREGON SLOUGH BRIDGE PROPOSED MEDIAN WIDTH FROM 16'-FT. TO 8'-FT

NOTE: ALL "ON"-RAMPS TO THE FREEWAY WITHIN THE PROJECT WILL BE METERED AS PART OF A SEPARATE PROJECT. THE INITIAL APPLICATION OF METERING WILL BE PRIOR TO CONSTRUCTION OF THIS PROJECT

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

PLAN "B" MODIFIED
JANTZEN BEACH - DELTA PARK INTCH.
PACIFIC HWY. (INTERSTATE 5)
MULTNOMAH COUNTY

ADMINISTRATOR R.N. ROTHMAN DATE SEPT. 79
DESIGNED BY
SCALE NONE DRAWN BY CONTRACT

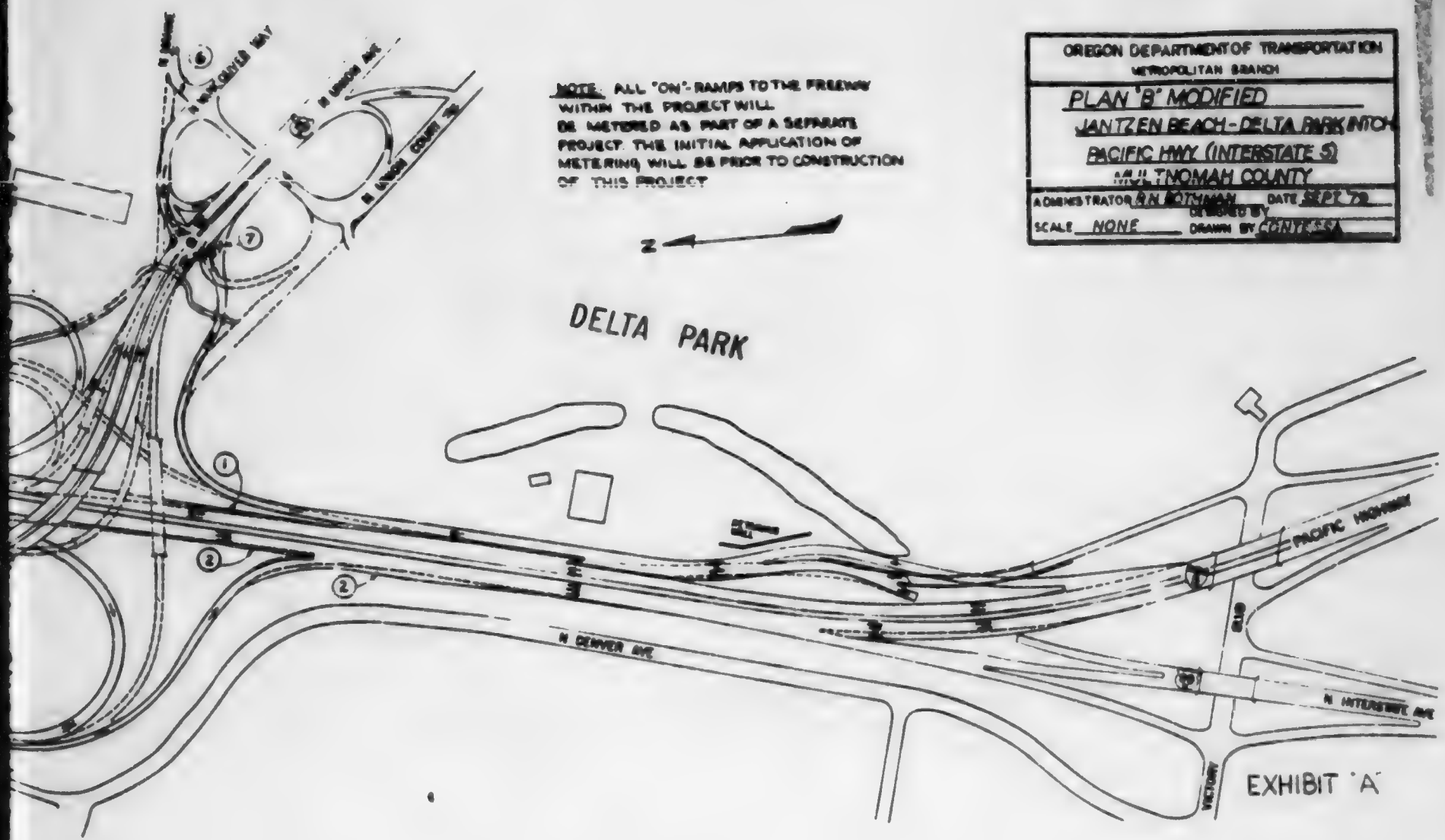

EXHIBIT "A"

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F :RAL AID PROJECT NO.
I-5-6(59) 309

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-402

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-16 orig

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
Moehring
FOR
Info | Appvl | B/D | D&R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-10-79	Interstate 5	Primary 1

GENERAL LOCATION:
Jantzen Beach-Delta Park Interchange

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 3, 1979, I approve the program change revising preliminary engineering costs to a TEC of $868,600 with Federal participation limited to $801,325. (Increase TEC $286,860 - Federal Funds $264,625)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-10-79	G. K. Haynes	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-916

VICTOR ATIYEH
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 30, 1979

ENVIRONMENTAL SECTION
July 30, 1979

NOTED
E. S. HUNTER

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Harry Woodward (2c)
Jef Kaiser
Wally Bryant
Glen Green

Gary Potter
Manager
Environmental Section
Oregon Department of Transportation
Salem, OR. 97310

JANTZEN BEACH-DELTA PARK INTERCHANGE
PNRS 7906 4 540

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of Environmental Quality and Historic Preservation offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Kay F. Wilcox

KAY WILCOX, A-95 COORDINATOR

KW:cb
Enclosures

RECEIVED
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUL 13 1973

PNRS STATE REVIEW

Project #: 7906 4 540 Return Date: JUL

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(✓) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Please see attached comments.

Agency DEQ By Howard M. Harris

STATE OF OREGON

INTEROFFICE MEMO

ENVIRONMENTAL QUALITY DEPT. 229-6086 TELEPHONE

TO: Intergovernmental Relations Division

DATE: July 27, 1979

FROM: Howard Harris, Air Quality Division

SUBJECT: Comments on Draft Environmental Impact Statement (DEIS) for Jantzen Beach-Delta Park Interchange (I-5)

The air quality impact analysis is well presented and the technical documentation is very well done. The following specific comments should be considered for preparation of the final EIS:

1. On page 65 of the main document, the percentage reduction of hydrocarbon 1977 emissions should be revised to 65%. This is the amount needed to attain the State Primary Ozone Standard of 0.08 ppm. The target date for attainment is 1992. Also, the goal of reducing emissions is probably more accurately the Metropolitan Service District's (MSD's) than ODOT's, since MSD is the designated lead agency for air quality planning.

2. On page 66 of the main document, the documentation should reflect the fact that projects are evaluated for consistency with the State Implementation Plan (SIP) on a case by case basis. However, based upon the analysis presented in the DEIS, the proposed project appears to be consistent with the SIP.

3. Table A-3 of Appendix A in the Technical Appendices document contains only November monitoring data. The December data should also be provided.

4. The Department would appreciate a presentation of stability class for each hour of the monitoring period for inclusion in the Final EIS.

The documentation provided in the DEIS is sufficient to meet the information requirements of the Indirect Source Rules.

Mult.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

JUL 10 1979

PNRS STATE REVIEW

Project #: 7906 4 540 Return Date: JUL 13 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Tualatin Beach interchange Draft EIS
Remarks

FINAL SHOULD CONTAIN DOCUMENTATION OF NO EFFECT ON BUILT ENVIRONMENT

Agency SHPO By

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

July 30, 1979

Mr. Gary Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Potter:

In my letter of July 20, commenting on the DEIS for the Jantzen Beach/Delta Park interchange, I expressed a concern about the effects of ramp metering on transit.

Since then it has been brought to my attention that these concerns are being addressed by ODOT as bus and carpool bypass lanes are being examined for inclusion in the ramp metering project. Implementation of this measure will increase the viability of I-5 as a major transit corridor.

Again, I appreciate this opportunity to comment on the project. Please contact me if there are any questions.

Sincerely,

Steven Fisher

Steven Fisher
Regional Coordinator

SF:dp

Cc: Paul Bay

Environmental Section
August 2, 1979

CC: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Harry Woodward
Jef Kaiser
Wally Bryant (FHWA)
Glen Green (FHWA)

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AUG 3'79
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FOR
Info | Initial | R/D | D/R | Sign | Act | File

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

4012 S.E. 17th AVENUE
PORTLAND, OREGON 97202

ENVIRONMENTAL SECTION
July 24, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Ed Hardt
R. N. Bothman
Harry Woodward
July 20, 1979 Jef Kaiser
Wally Bryant
Glen Green

Mr. Gary Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon 97310

Dear Mr. Potter:

The DEIS for the Jantzen Beach-Delta Park Interchange (I-5) has been circulated among Tri-Met planning staff members. Comments on the alternatives were most favorable to Alternative Plan B, which more comprehensively re-designs the Union/West Marine Interchange, as being most supportive of trnasit. This alternative would have the immediate benefit when completed of making service on Marine Drive and Denver Avenue more effective.

In addition, it increases opportunities for future expansion of transit by modifying the interchange structure. Alternative A helps with bus service on Denver Avenue, but is not as effective for Marine Drive.

The No-build Alternative provides no benefits for transit service.

I would also like to express a concern about the effects of ramp metering on these interchanges and the rest of I-5. If it is possible to include provisions for transit bypassing the meters, I would suggest this be examined. It would make transit a more attractive alternative and eliminate some scheduling difficulties that might arise when metering is implemented.

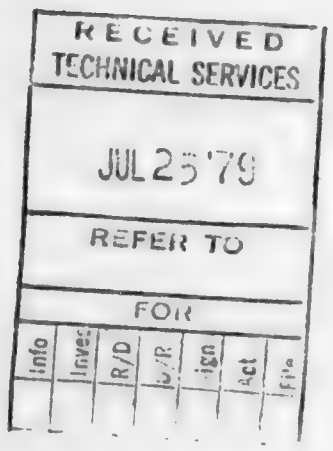
I appreciate this opportunity to comment on the project. Please do not hesitate to contact me with any questions.

Sincerely,

Steven Fisher

Steven Fisher
Regional Planning Coordinator

SF:dp



1985 OR Slough Br. Sec, Pacific 9903
Highway in Portland.
(gr, pav, str, sign, illum, sig.) #2

7703

FORM 814-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 12, 1979

FILE: I-5

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Jantzen Beach Intchge-Washington
(Interstate Bridge Overlay)
Multnomah County

TO: The Files

As per our telephone conversation with Max Klotz on Wednesday, April 11, 1979, the following action is being taken:

1. Metro is reviewing and working out details for utilizing the "Maintenance Emergency Plan" to channelize both north and south-bound traffic onto one structure for the night time work period. This should be in the mail to us by Thursday, April 12.

2. Metro will also contact the State of Washington and get necessary agreements and/or approval to provide for the detouring and signing of traffic on the Washington State side. They will also ask Washington to advise the present contractor doing work in that area that this project will be underway and ask for his cooperation.

3. Mr. Klotz is requesting Ed Hardt to meet with the Coast Guard and work out any problems with having the bridge closed to river traffic during some periods of this work.

The results of the above need to be furnished to Final Design as soon as possible so they can be included in the plans and specifications, as is appropriate.

By copy of this memo, I am asking the Structures Unit to review the present illumination in the area of the detours and overlay work, and if necessary, provide plans, specifications and estimates as required to provide any additional needed illumination during the construction period.

DOC:mw
cc: Don Adams
Max Klotz
Ed Hardt
W. J. Hart
J. Sullivan
L. K. Watson
W. G. Beard

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Tobin
File Copy

RECEIVED
APR 13 1979
ROAD DESIGN SECTION

STATE OF OREGON

INTER-OFFICE MEMO

Metro Technical Services (DEPT.) 238-8231 (TELEPHONE)

TO: L. E. GEORGE
Traffic Engineer

DATE: April 6, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Jantzen Beach Interchange-Washington
(Interstate Bridges Overlay)
Prefix: 626-1911

Attached is a letter from Tom Schwab recommending handling traffic during the overlaying of the Interstate Bridges by putting all the traffic on one structure during the construction hours.

The advantages I see to this system are that the contractor will be able to work the entire width of each structure and leave a transverse paving joint at the end of each work shift without having to switch traffic in the middle of a shift. Also the structure being worked on will be free of traffic which should allow for a much more efficient operation for the contractor. The disadvantages are the time involved in setting up of the detour and the fact that the traffic in both directions would be reduced to one lane each.

I believe the advantages outway the disadvantages and agree with Tom's recommendation.

It should be remembered in working up the traffic handling plan that we have now requested that the southbound structure as well as all of the northbound structure be paved so the detours will have to be set up for both directions.

REFERRED TO
2 Beard ___ Staudenmayer ___
___ Cole ___ Sample ___
___ Eriksen 1 Watson K.W.
___ Hager ___ Lau ___
Return Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

pq

Attachment

cc E. L. Hardt
D. O. Christensen

3 Versteeg ___
___ Anderson ___
1 Christensen Don
___ Olsen ___
2 Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
APR 09 1979
ROAD DESIGN SECTION

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Action ___

626-1911

STATE OF OREGON

INTER-OFFICE MEMO

METRO TECHNICAL SERVICES
DEPT.

238-8231
TELEPHONE

TO: MAX J. KLOTZ
Metro Technical Service Engineer

DATE: April 5, 1979

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: Jantzen Beach Interchange
Washington State Section
(Interstate Bridges) I-5
Traffic Control

Traffic data on the Interstate Bridge has been analyzed to develop the traffic control strategy to be used for the proposed overlay on this bridge.

During construction hours, two lanes of traffic may be closed for that period. A minimum of one lane each way will remain open to traffic during these hours. At all other times other than that specified below, operation will return to the three lane each way traffic flow conditions.

The hours in which traffic may be reduced to one lane are:

	Northbound	Southbound
Monday - Friday	12 a.m.- 7 a.m.	10 p.m.- 6 a.m.
Saturday	12 a.m.- 8 a.m.	12 a.m.- 6 a.m.
Sunday	12 a.m.- 9 a.m.	12 a.m.- 6 p.m.

The hours specified above are for the morning hours on the days of the week indicated. The above times are the hours of the day or night when the traffic volume is reduced such that one lane would provide sufficient capacity to keep the traffic flowing.

The recommended traffic control plan is to put all traffic on one structure, leaving the other structure for exclusive use by the contractor during the construction period. One lane each direction is sufficient to handle the traffic with the center lane as a buffer. This scheme would reduce the "gawkers" and provide safety for the work crews. Adequate geometrics must be worked out for traffic entering and exiting the structure. During periods other than those specified traffic would be returned to its normal routing.

The permanent recorder loop detectors in this area are located just north of the Jantzen Beach north ramps so they should not present any problem for this overlay project.

If you need additional information, let me know.

pq

D.O.C.

I discussed this proposal with the following people.

Dwayne Hoffstetter

They provided the traffic analysis per the request of Ed Hardt. They have reviewed Max Klotz and Tom Schwab's letters and see no problems. He feels that further participation from the traffic section is not needed.

Max Klotz

Requested a method for traffic handling at each end of the structure. He will send in a maintenance emergency plan to ~~be~~ have been used in case one structure had to be closed. Ed Hardt would like to use the plan to see if it works. Also requested that they have concurrence from Washington State for the traffic handling, and that our contractor

Can place and remove all traffic control devices. Washington State has a contract for reconstruction of I-5 through Vancouver at present.

L. L. Wallace

Informed Wallace proposed method for traffic handling so that they can prepare plans for joint repair on the structure.

Bill Beard

Discussed general signing and traffic control when all traffic on one structure. Place traffic cones, safety markers etc in middle lane for traffic separation. Contractor to designate one person for traffic handling and maintenance of traffic control devices when in place

Lyle

NOTED
D. O. Christensen

STATE OF OREGON

526-1923 (210)

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8244
TELEPHONE

TO: The File

DATE: March 13, 1979

FROM: Don Fantz
Project Coordinator

SUBJECT: Jantzen Beach - Delta Park Interchange
TAC-CAC meeting of February 28, 1979

NOTED
E. S. HUNTER

A meeting was held to allow the consultant team to show their environmental impact findings and the proposed mitigation for the project. This was to allow the TAC-CAC an opportunity to respond and voice concerns about proposed mitigation prior to the preliminary DEIS.

The major areas reviewed were: traffic, air, noise, soils, biology and hydrology, land use and economic impacts. Each person responsible for their section went through their basic methodology and the impacts and then the mitigation if any was recommended.

The traffic and transportation report showed all the alternatives have a projected increase in traffic. The impacts of both build alternatives are essentially the same except alternative B allows for width through the interchange for future transit consideration and alternate A does not. Impacts were compared for the years 1977, 1981, 1982 and 2000 with the no-build alternative peak hour congestion (below level of service D) projected to increase to three hours. With the build alternatives the congestion would last for only 1½ hours. The presentation suggested that the greatest impacts and the ones needing mitigation were those caused during the construction. The consultant's suggested mitigation was to schedule the project after I-205 is open, to offer bus service during construction, and to keep the public well informed.

The impact findings on the air quality analysis show very little difference between the two build alternatives with only a slight increase over the no build alternative. The air quality is projected within standards for all the alternatives. In 1981, the worst year, it is barely within the standards. In the year 2000 the carbon monoxide emission is well within the standards (about one-half of the 10 mg/m^3) that is allowed by the Oregon State Clean Air Act Implementation Plan. There is no mitigation proposed.

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Noise analysis showed three sensitive receptors that were above the FHWA L(eq) standards. The Delta Park property adjacent to the freeway on the east exceeded the standards by one dBA. The boat repair house just west of the freeway on the north side of Swift Highway exceeded the standards by 3 dBA. The houseboat in the first row of residential houseboats on the west exceeded the noise standards by one dBA. The consultant suggests no mitigation for the houseboat or the boat repair house because without the highway noise impact there is still outside impacts above the FHWA standards. For the area of the park, the noise consultant proposed a low sound barrier along the shoulder of the freeway to block the noise from the cars. It would not be cost effective to try to block the noise from the trucks and the reduction of the car noise would cause the hourly L(eq) to fall below the maximum FHWA standards. The impact of construction noise would be mitigated by the use of current standard specifications and city ordinances controlling noise for construction.

The consultant reporting on the soils section indicated there were no long term impacts. She reported on short term impacts in three categories: foundation construction, fill construction and demolition. The amount of mitigation proposed would be dependent on the type of foundations which have not been defined at this time, and the source and make-up of the fill material for the fill construction. The mitigation would be controlled by the OSHD standard specifications, and basically standard procedure. The impacts of demolition sediment would be no worse than the normal yearly flood situation. Erosion and surface sediment in new construction areas could be controlled by the use of mulch in accordance with OSHD standard specifications. It was assumed that the slopes would be permanently planted at the end of construction.

The biology and hydrology report showed no major adverse impact. The consultant suggested that standard construction practices would mitigate potential erosion and sedimentation impacts and suggested that vegetation destroyed during construction could be replanted. In addition, mitigation to the impacts of sedimentation in the slough would be to limit in-water work in low water when the current is not swift.

Under the land use and social impact section the consultant reported that the no build would be inconsistent with all but the state land use standards. He reported that the build alternatives would be consistent with all the land use standards. He also reported that even though there was change evident by the governmental policy that there would be no change to land use or social pattern caused by the construction of the project.

The economic section reported that there were no probable relocations and only one or two possible partial relocations because of the build alternatives. A short term impact would be inconvenience to people using the commercial facilities and mitigation proposed would be special access treatment for businesses during construction.

Findings in the economic section show that there is very little long range impact caused by the build alternatives. The policy has been set by the governing bodies as to what kind of development should occur in the area. It was felt that there would be only minor impacts and that the opening of I-205 would overshadow these.

With the only area to have any major impacts being traffic and transportation the TAC- CAC group felt that there would have to be more coverage on this area to have a basis to weigh the value of one alternative over the other.

Comments to the consultant indicated that his understanding of mitigation was not the same as expressed by the state. The mitigation to be outlined in the DEIS should be applicable. The mitigation should be that which corrects or reduces the adverse impacts created by the project. A second concern was that the analysis did not show the impacts of the capacity increase or the change in access. Several TAC members expressed that their concerns were not adequately covered in the design and that more investigation is needed in the area of ramp capacity measures. There was discussion as to whether the project adequately handled the projected volume from planned adjacent development. With no substantial increase in freeway capacity, it is not practical to increase access ramp capacity.

The consultant will be directed to make clear the purpose of the proposed project as outlined in the CRAG resolution. I believe this shows that the project is not intended to create additional capacity.

DEF/PE

Attachments

cc: TAC-CAC members, E.S. Hunter, R.N. Bothman, G.A. Potter, E.L. Hardt, D.R. Adams, M.J. Klotz, J.D. McClure, Norman Hilton

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

December 11, 1978

IN REPLY REFER TO

HFO.6-OR

Mr. Lou Russell
410 N. Hayden Island Drive
Portland, Oregon 97217

Dear Mr. Russell:

Your question to the National Highway Traffic Safety Administration, regarding Columbia Slough Bridge, has been referred to this office for reply. Your inquiry asked what is being done about bottleneck and unsafe conditions at that location on Interstate 5.

Project planning is underway to replace the Oregon Slough Bridge with an 8-lane structure, revise the Union-Swift-Marine Drive interchange and improve the curve on I-5 approaching this bridge. That project will address the merge and traffic weave conditions between two closely spaced interchanges on either end of the bridge. The design will include safety features appropriate for modern freeway facilities. This will improve capacity and safety at the major bottleneck now existing on I-5 in this vicinity. No work is being planned at this time for the Interstate Bridge across the Columbia River.

Project development on a major facility involves considerable agency and community coordination at many levels. Environmental concerns and operational details require detailed study. Because of the effort involved it could be several years before construction gets underway. Because of that time frame, an interim safety project has been advertised for bids and will be underway in a few weeks to provide safety barriers and other features designed to reduce accident occurrences and severity. This temporary project will significantly improve safety for motorists but will not solve travel delays at this "bottleneck".

Both of these projects are being advanced by the Oregon Department of Transportation. Further inquiry can be directed to Mr. R. N. Bothman, Metropolitan Engineer, Oregon Department of Transportation, 5821 N.E. Glisan Street, Portland, Oregon 97213.

I see that your question was submitted at a hearing on October 4, 1978, in Portland. Please accept my apology for the long delay in responding to you.

Sincerely yours,

Original Signed By
G. L. Green
Division Administrator

G. L. Green
Division Administrator

cc:
HNG-33, Office of Engineering
HRA-010, Reg. Fed. Hwy. Administrator

cc: (w/ltr. Herr to Russell dtd. 12-4-78 & Russell's question)
Hunter (ODOT/Salem)
Klaboe (ODOT/Salem)
Bothman (ODOt/Portland)

RECEIVED
DOT OPERATIONS
DEC 12 '78
REFER TO
FOR
Info | Inves | R/D | V/R | Surv | Act | File

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

NAME M Lou Russell

ADDRESS 410 N Hayden Island Dr.
Portland, OR. 97217

AFFILIATION

PHONE NO.: Business Home

QUESTION OR COMMENT Whats is being done about bottleneck and unsafe Columbia River Slough Bridge on Interstate 5.

11

☐ (Continued on reverse)

11 — Ltr a complaint 10/4
about inadequate capacity
of I-5 crossing Columbia
River Slough. Refer to
FHWA Reg 10, Portland
Trans Planning Agcy, State DOT &
Multnomah County Commissioners
OL Mills

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 8, 1978

Salem, OR 97310

RECEIVED TECHNICAL SERVICES NOV 9'78 FILE: NONE REFER TO FOR Info Insp U/R Sign R/D Acct File

Tony George for GAP

FROM: Gary A. Potter, Manager
Environmental Section

TO: Max Klotz, Technical Services Engineer
Metro Branch

SUBJECT: Noise Studies--FHWA Procedures
89th-I-5, FAU-9282, Washington Count
Jantzen Beach-Delta Park Interchange, I-5, Multnomah County
S.W. Murray Blvd.-Alice Lane, Allen Blvd., Washington County
I-205-Boring Rd., Clackamas Hwy., Clackamas County

All of the subject projects have contracts and scopes of work that require compliance with FHPM 7-7-3 regulations. Recently (10-4-78), changes to these regulations were published in the Federal Register. These changes call for the use of the new FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108) and Reference Energy Mean Emission Levels (FHPM 7-7-3, Attachment 1 and Report No. FHWA-OEP-HEV-78-1). They may result in predicted noise impacts that are substantially different from those predicted using NCHRP 117/144. In particular, the FHWA Model predicts increasing noise levels with increasing speed, while the NCHRP Models predict decreasing noise levels with increasing speed.

While the new regulations allow the continued use of the NCHRP Models along with the new model through July 1, 1979, only the new model can be used in noise studies performed after that date. Since the implementation schedules for the subject projects may extend beyond July 1, 1979, we feel that the use of the FHWA model in the current studies is imperative. Otherwise, we may have to redo work that is now being done by consultants.

For the Jantzen Beach-Delta Park Interchange and the S.W. Murray Blvd.-Alice Lane projects, implementing the FHWA model should only involve a letter of notification to the consultants. The contract already requires compliance with FHWA procedures and work has not progressed to the point where changes could not be made. We request that you do this as soon as possible.

For the 89th-I-5 and the I-205-Boring Road projects, the process may not be as simple. Work has already progressed significantly and switching to the new FHWA model may require some contract adjustments. However, in spite of the anticipated extra cost, we feel that it is better to get the FHWA model incorporated into the DEIS rather than changing methods (predicted noise levels and impacts) between the two reports. This will provide better continuity for reviewers and will avoid having to explain why we "changed the numbers." Therefore, we also request that you initiate the appropriate discussions with the consultant to revise the noise studies to comply with the new FHWA modeling approach.

All other FHWA procedures remain in effect unchanged. I have attached a copy of the 10-4-78 directive for your information.

If you have any questions, let me know.

GAP:AJG:ss
Attachment

[4910-22]

Title 23—Highways

CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER H—RIGHT-OF-WAY AND ENVIRONMENT

PART 772—PROCEDURES FOR ABATEMENT OF HIGHWAY TRAFFIC NOISE AND CONSTRUCTION NOISE

Traffic Noise Level Prediction Methods—Amendment

AGENCY: Federal Highway Administration, DOT.

ACTION: Amendment to final rule.

SUMMARY: This amendment revises current procedures by which the Federal Highway Administration (FHWA) approves traffic noise level prediction methods for use on Federal-aid highway projects. Section 772.25 of title 23, Code of Federal Regulations, specifically approves two prediction methods and provides for submission of other methods or variations to FHWA's headquarters office for approval prior to use. This section is being revised to indicate that any method which is consistent with the FHWA Highway Traffic Noise Prediction Model and which uses noise emission levels obtained from approved FHWA procedures is approved for use.

EFFECTIVE DATE: October 9, 1978.

FOR FURTHER INFORMATION CONTACT:

Mr. Jerry Reagan, Environmental Quality Division, Office of Environmental Policy, 202-426-4836, or Mr. Stan Abramson, Office of the Chief Counsel, 202-426-0791, Federal Highway Administration, 20590. Hours are from 7:45 a.m. to 4:15 p.m., eastern time, Monday through Friday.

SUPPLEMENTARY INFORMATION: It is anticipated that this revision will provide State highway agencies and FHWA field offices with the information needed and the proper degree of flexibility to arrive at acceptable traffic noise level prediction methods utilizing state-of-the-art methodology.

The revised requirements of § 772.25 are not retroactive. In addition, the two approved prediction methods currently listed in § 772.25 and all other methods approved pursuant to that section remain approved for use on Federal-aid projects until July 1, 1979. Any noise analysis performed after that date must comply with the revised procedures.

The approved FHWA procedures for obtaining noise emission levels are being distributed directly to all State highway agencies and FHWA field offices and will be made available for inspection and copying at all FHWA offices in accordance with the provisions of 49 CFR Part 7, Appendix D.

Although the substantive provisions of paragraphs (d) and (e) of the old § 772.25 are not being revised, the paragraphs have been redesignated as (b) and (c) and are reprinted herein in the interest of clarity and for ease of reference.

Accordingly, 23 CFR Part 772 is amended as follows:

§ 772.13 [Amended]

1. In § 772.13(e)(3) the reference to "§ 772.25(e)" is changed to read "§ 772.25(c)";

2. Section 772.25 is revised to read as follows:

§ 772.25 Traffic noise level prediction methods.

(a) Any traffic noise prediction method is approved for use in any noise analysis required by this part if it meets the following two conditions:

(1) The methodology is consistent with the methodology in the FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108);

(2) The prediction method uses noise emission levels obtained from one of the following:

(i) Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3, Attachment 1 (National Reference Energy Mean Emission Levels as a Function of Speed),

(ii) Report No. FHWA-OEP/HEV-78-1, Determination of Reference Energy Mean Emission Levels.[1]

(b) In predicting noise levels and assessing noise impacts the following traffic characteristics shall be used:

(1) *Automotive volume.*—The future volume (reduced for truck traffic) obtained from the lesser of the design hourly volume or the maximum volume which can be handled under traffic level of service C conditions. For automobiles, level of service C is considered to be the combination of speed and volume which creates the worst noise conditions. The average hourly volume for the highest 3 hours on an average day for the design year may be used for those highway sections where the design hourly volume or the level of service C condition is not anticipated to occur on a regular basis during the design year.

(2) *Speed.*—The operating speed which corresponds with the design year traffic volume selected in paragraph (b)(1) of this section and the truck traffic predicted from paragraph (b)(3) of this section. The operating speed must be consistent with the volume used.

(3) *Truck volume.*—The design hourly truck volume shall be used for those cases where either the design hourly volume or level of service C was used for the automobile volume. Where the average hourly volume for the highest 3 hours on an average day was used for automobile traffic, comparable truck volumes should be used.

(c) An an alternative to paragraph (b) of this section, the highway agency may select traffic characteristics to correspond with the critical times of day and night which will create the most adverse traffic noise impacts upon the nearby activities and land uses. When such alternative traffic characteristics are used, a thorough discussion of such alternative characteristics shall be included in the noise study report.

(d) Traffic noise prediction methods approved pursuant to prior requirements of this part (41 FR 16936, Apr. 23, 1976) remain approved until July 1, 1979. Any noise analysis performed after July 1, 1979, must comply with the requirements of paragraph (a) of this section.

NOTE.—The Federal Highway Administration has determined that this document does not contain a major regulation according to the criteria established by the Department of Transportation pursuant to E.O. 12044.

(23 U.S.C. 109(i), 315; 49 CFR 1.48(b).)

Issued on: September 22, 1978.

JOHN S. HASSELL, JR.,
Deputy Administrator.

[FR Doc. 78-27940 Filed 10-3-78; 8:45 am]

[1] These documents are available for inspection and copying in accordance with the provisions of 49 CFR Part 7, App. D.

[7710-12]

Title 39—Postal Service

CHAPTER I—U.S. POSTAL SERVICE

PART 111—GENERAL INFORMATION ON POSTAL SERVICE

Postal Service Manual—Correction of Errors and Omissions in Transmittal Letter 44

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: The purpose of this document is to correct publicly certain errors and omissions contained in a recent transmittal letter making changes to the Postal Service Manual. The Postal Service published on page 2 of the Postal Bulletin of September

Phillip J Daniel 1912-1977
Arthur E Mann
S Kenneth Johnson 1912-1974
Irvan F Mendenhall
David R Miller
Sven B Svendsen
Albert A Dorman
Stanley M Smith

DMJM

November 1, 1978

Mr. E. S. Hunter
Technical Services Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Please find attached a work schedule diagram for the Jantzen Beach-Delta Park I-5 Interchange DEIS Project. This diagram depicts a generalized work flow for each task element and designates several points at which study milestones will occur.

Please review the schedule and inform us of any necessary modifications as soon as possible. Due to the rather tight schedule required for this project, it is anticipated that certain tasks may be initiated earlier than shown so as to ensure their completion as scheduled.

Sincerely yours,

DANIEL, MANN, JOHNSON, & MENDENHALL

Scott Williams

Scott Williams
Project Manager

/nm
Encl.
cc: Al Duble (Noise Consultant)
Dave Wilbur (Air Quality Consultant)
N. Hilton
J. A. Pantuso

cc Potter

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TECHNICAL SERVICES
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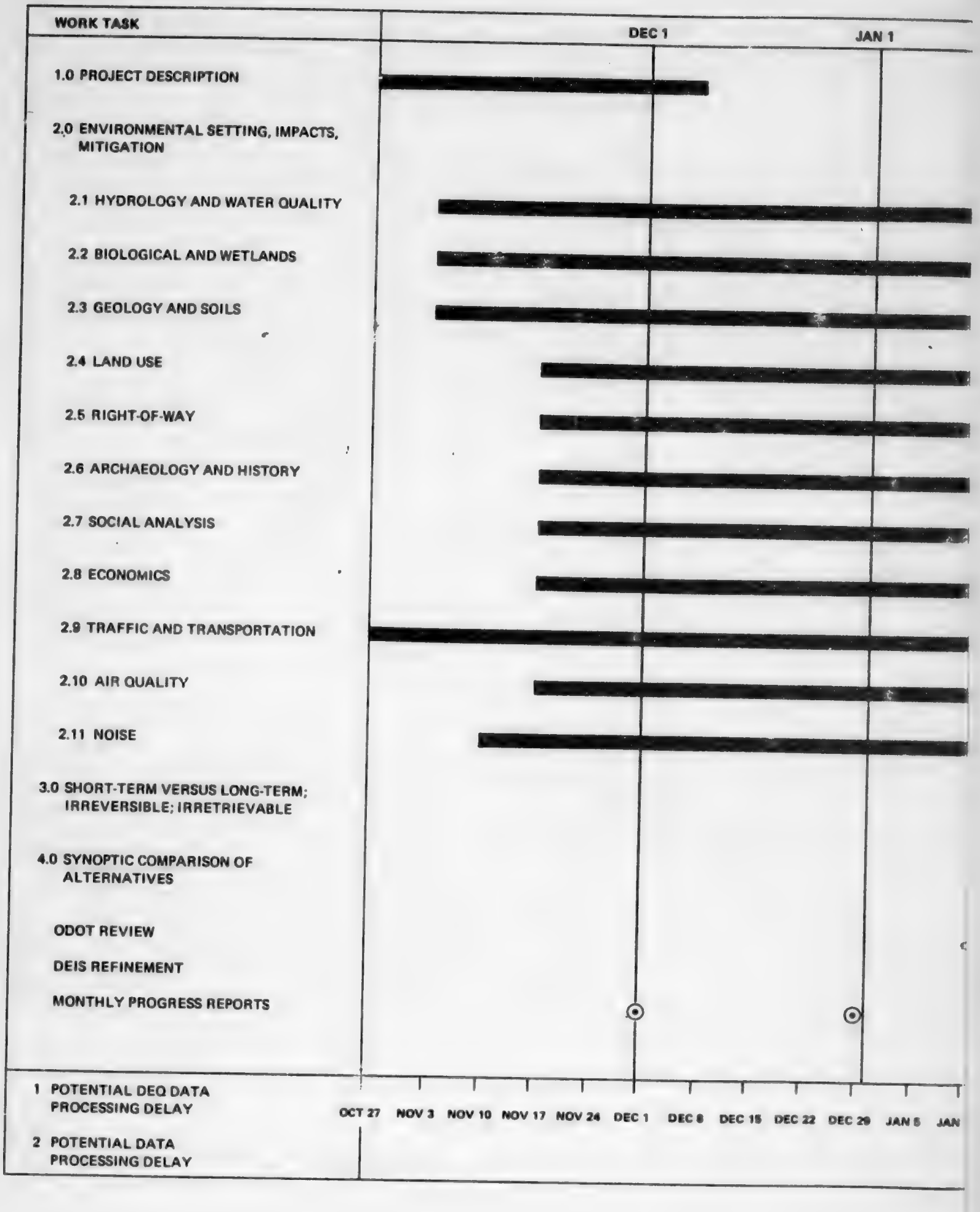
Wellman
FOR
Info	Letter	R/D	D/R	S&E	Sig	File
			X			

Daniel, Mann, Johnson, & Mendenhall
3250 Wilshire Boulevard
Los Angeles, California 90010
Telephone: 213/381-3663
Cable: DIMJIM Los Angeles

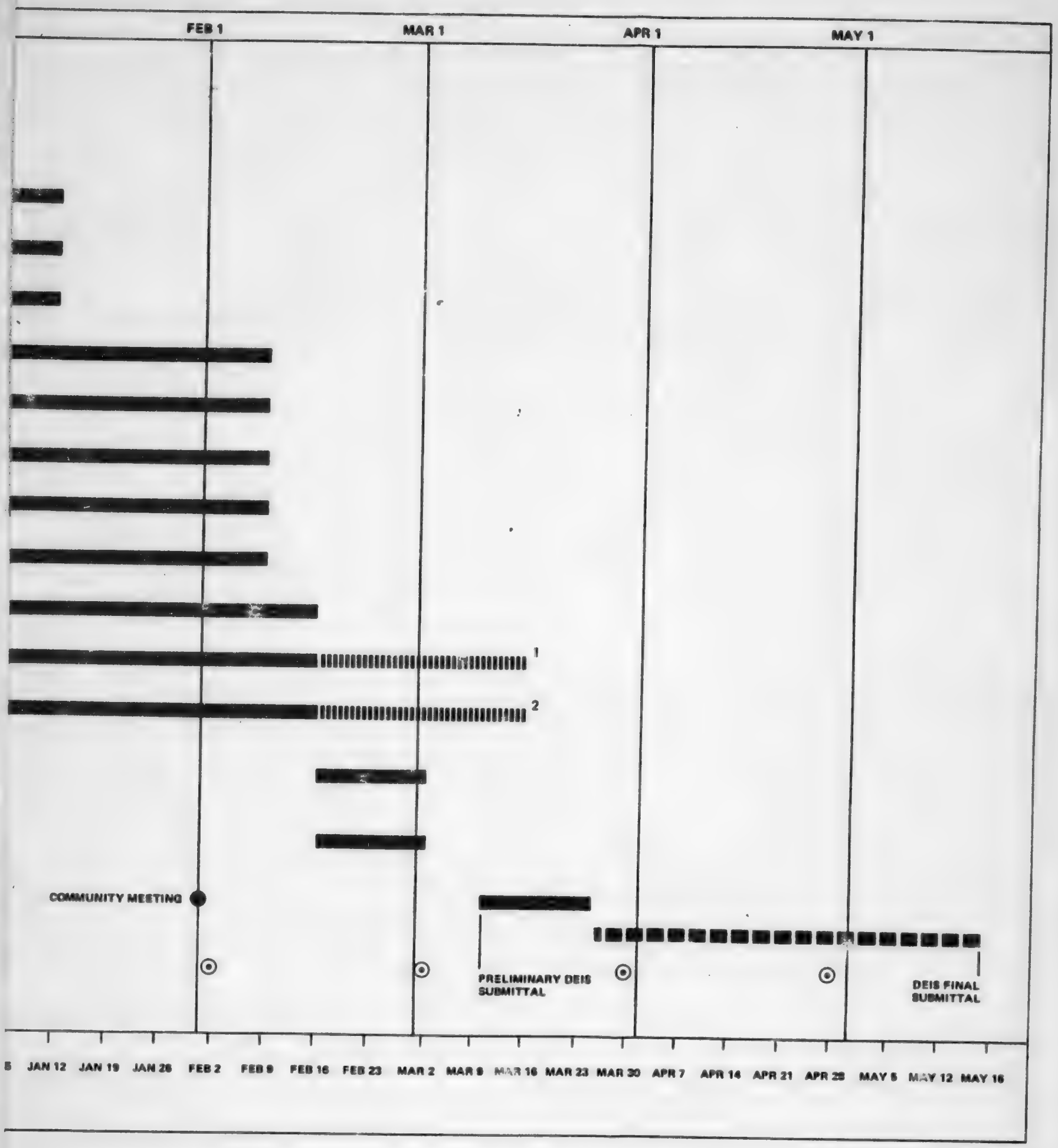
Planning
Architecture
Engineering
Systems
Economics

11-9-78

WORK T
JANTZEN BEACH/DE



RK TASK SCHEDULE
I/DELTA PARK INTERCHANGE DEIS


FEB 1
MAR 1
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COMMUNITY MEETING
PRELIMINARY DEIS SUBMITTAL
DEIS FINAL SUBMITTAL
5 JAN 12 JAN 19 JAN 26 FEB 2 FEB 9 FEB 16 FEB 23 MAR 2 MAR 9 MAR 16 MAR 23 MAR 30 APR 7 APR 14 APR 21 APR 28 MAY 5 MAY 12 MAY 16

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

October 24, 1978

Doug Wright
Chief Planner
Transportation Section
Bureau of Planning
424 Southwest Main Street
Portland, OR 97204

We have reviewed and discussed your letter of October 1 recommending the EIS preparation for the I-5 Slough Bridge project be suspended until your study of the land use development of West Hayden Island is completed in six months.

You indicate that by mid-October an initial report with general descriptions of the alternatives and their impacts will be available.

Considering the traffic congestion, safety, period of time required to develop a project (I've been working now at least four years to get this project to this point), the constraints which we faced with any alternative tied to the existing Interstate Bridges, and ODOT's credibility with the public, it is our conclusion that the project should continue.

A consultant has been selected and contracted after a laborious six month process and will commence work the first of November. A major involvement in the study concerns the air quality, which work must be accomplished during the winter months of October through February.

The initial report and general description of alternatives and their impacts available mid-October can be plugged into the DEIS. Also, the final report which will be scheduled for completion in about six months will coincide with the completion of the DEIS and will be available for consideration as we move through the hearings.

I believe it would be very advantageous to have the Draft Environmental Impact Statement completed, that is a thorough analysis of the alternatives developed to balance the existing traffic projected from Portland and from the bridge through this critical link of Interstate I-5 when your study is completed. Regardless of the land use indicated for West Hayden Island, there is a definite constraint on the Interstate section and which will have to be addressed at the time any increased land use development occurs on West Hayden Island. It seems appropriate then that both the highway study and the land use study come together in about six months. The final impact statement for the project will include the outcome of your land use study.

NOTED
F. B. KLABOE

Form 734-3122

The alternatives which we are considering for the interchange are flexible enough to accommodate either a major movement of traffic along the south side of the slough or a lesser movement of traffic along the south side of the slough. Also I think that the range of the three alternatives will provide a cross section of the opportunities which exist for treatment of the development on Hayden Island.

It will be necessary for Steve Dotterrer, who has served on the Technical Advisory Committee of the project, to keep our effort abreast and up-to-date with the study being advanced by the city.

R. N. Bothman
Administrator

RNB/ke

cc: F. B. Klaboe

Attachment

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FOR
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626-1923
(120)

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

424 S.W. MAIN STREET
PORTLAND, OR 97204

ZONING
248-4250

COMPREHENSIVE
PLANNING
248-4260

TRANSPORTATION
PLANNING
248-4254

SPECIAL
PROJECTS
248-4509

ADMINISTRATION
248-4253

MA PDM PDE TSE SPC
ODOT - METRO

OCT 5 1978

October 4, 1978

AM PPS abh FILE T/D

Robert Bothman, Administrator
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Bob:

I would like to bring to your attention a land use/development study of West Hayden Island which is likely to affect the design of the I-5/Slough Bridge reconstruction project. City staff recommends that EIS preparation for the I-5/Slough Bridge project be suspended until the study can provide data on the traffic impacts of West Hayden Island development. The study is expected to have detailed data and recommendations in about six months. By mid-October, however, an initial report with general descriptions of alternatives and their impacts will be available.

I would suggest that shortly after the initial report is published, City, ODOT and CRAG staff review the alternatives, develop rough order-of-magnitude traffic impacts and assess those impacts on the North Delta and/or Hayden Island interchanges. If necessary, as seems likely at this time, ODOT staff, working with the project TAC, could develop new interchange alternatives, or alter the present alternatives to handle projected traffic volumes.

The West Hayden Island study area includes the approximately 800 acres of land west of the Burlington Northern railroad. Most of this land is owned by PGE and Crown Zellerbach. At the present time, CRAG and Multnomah County have excluded this area from the Urban Growth Boundary. Because of its "Natural Resource" designation, CRAG has not allocated employment or residential growth to the area. However, the present study by Cogan & Associates considers a range of uses, including industrial park, residential/commercial and maintenance of existing uses. Most of these alternatives would have major traffic impacts on the Hayden Island and/or North Delta Park interchanges. From the initial report by Cogan, staffs should be able to estimate rough impacts of various alternatives. Over the next six months, a further consultant study (if approved by PGE) will refine the alternatives, develop information on engineering constraints, economic feasibility, etc. This study will allow the landowners, the City, and the County to decide whether to recommend a change in the Urban Growth Boundary which would allow fairly intense development in the area. In my

judgement, some development on Western Hayden Island is likely, since even without the change in the Urban Growth Boundary, low-density residential development is possible. I recommend that the EIS work on the current interchange alternatives be halted at this time because of the likelihood of some growth occurring.

I would appreciate hearing from you in the near future on this matter.

Sincerely,

Doug Wright, Chief Planner
Transportation Section

DW:SD:hm

cc: Mayor Neil Goldschmidt
Steve Dotterrer, Bureau of Planning

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO.: I-5-6(59)309

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-402

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

Copies to Mr. Holmes & S. Cotter

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-24-78	Interstate 5	Primary 1

GENERAL LOCATION:
Interstate Bridge - Oregon Slough Bridge Section.

GENERAL DESCRIPTION OF WORK:
Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Consultant Agreement
  Daniel, Mann, Johnson, and Mendenhall/
  TEC NTE $96,910.00 Hilton
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's letter of 10-23-78, I approve the agreement with Daniel, Mann, Johnson, and Mendenhall/Hilton, Consultants, for a TEC NTE of $96,910.00, which includes a net fee in amount of $4,919.00, and you are authorized to proceed with the work covered by the agreement.

A copy of the approved agreement is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-24-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9903

STATE OF OREGON

INTEROFFICE MEMO

21-2
I 5 2
-8

TO: Gary Potter, Mgr.
Evnironment Section

DATE: October 13, 1978

FROM: Dettmar Jones
Staff Auditor D. W. Jones

SUBJECT: Pre-award Evaluation
DMJM Hilton
Jantzen Beach, Delta Park Interchanges

Mr. Skoog approved the subject proposal September 25, 1978, but noted therein 2 observations which merited your further consideration, namely:

1. The extent of sub-consultant involvement.

2. The reasonableness of the fixed fee.

In our conference on September 27, we discussed these observations with project personnel. On item 1 you were satisfied with the proposal. On item 2 you requested from consultant justification for his quoted fee. This justification was received and studied today.

Since the negotiated agreement calls for actual costs plus a fixed fee, we can accept the revised Exhibit "A". The overhead rate is provisional for billing purposes, and will be adjusted to actual costs as determined by an audit performed by the cognizant federal agency. The net fee is fixed at $4,919. The maximum authorization of $96,910 does not change. I have discussed the matter with Mr. Skoog and he concurs.

DWJ:cw

cc: R.N. Bothman
V.E. Skoog
G.W. Wimer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ OPE ☐
OCT 16 1978
FILE: PM FA
LG OP

81-125-1367

9903

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 29, 1978

Norman Hilton, Vice President
Daniel, Mann, Johnson, & Mendenhall
421 SW 6th Avenue
Suite 1111
Portland, OR 97204

RE: Profit Figure Breakdown
Jantzen Beach Interchange
Multnomah County

Dear Mr. Hilton:

It has come to my attention upon reviewing your fee breakdown on the Jantzen Beach Interchange project that a profit margin (net fee) of $7,192 was itemized. This figure represents approximately 21.0% of the total project costs ($34,140) attributable to DMJM.

Past experience with other consultants on similar contracts show profit margins in the 13% to 15% range.

Would it be possible to have the derivation of this profit figure broken out for us, and/or the basis for this higher percentage rate explained.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:GW:lb

PROJECT MANAGEMENT
CCE
FAE
SEP 29 1978
Holmes

DATE: August 3, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Jantzen Beach-Pacific E. O'xing Section
Pacific Highway (I-5)
Multnomah County

On the Consent Calendar for your consideration at the August meeting will be an agreement with Daniel, Mann, Johnson, and Mendenhall/Hilton, for preparation of the Draft Environmental Impact Statement for the Jantzen Beach-Pacific E. O'xing Section of the Pacific Highway in Portland, Multnomah County. An information report concerning consultant services for this study was presented at the January 24 meeting.

The agreement, in an amount not to exceed $101,500, will cover an eight-month period. All charges are eligible for normal federal-aid participation as part of preliminary engineering for the project.

I recommend your approval and request authority to sign the agreement for and on your behalf.

GAP:jb

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. E. Terpin
V. E. Skoog
G. A. Potter
J. H. Versteeg
W. J. Hart
E. L. Hardt
George Bell

9903

10:30

FORM 81-734-3030

238-7439

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 15, 1978

Salem, OR. 97310

FILE:

FROM: Tony
Anthony J. George, Engineering Coordinator
Environmental Section

TO: Gary A. Potter, Manager
Environmental Section

SUBJECT: Jantzen Beach-Delta Park
Pacific Highway (I-5) No. 1
Multnomah County
Review of Air-Noise Scope of Work and Costs

Two proposals were reviewed for adequacy, excess costs, and areas where savings could be realized. Proposals reviewed were:

Dames & Moore (DM)
Daniel, Mann, Johnson & Mendenhall/Hilton (DMJM/H)

General:

Both proposals satisfy the requirements set out in the RFP. Costs are as follows:

	Air	Noise	Air/Noise Total	Project Total
DM	$35,300*	$15,000*	$50,300	$134,100
DMJM/H	$32,500	$18,000	$50,500	$ 97,500

*$10,000 computer cost allocated 70% air and 30% noise

The overall RFP scope of work for the air and noise analysis are almost identical to those for the Swan Island Access Study (Basin/Going-Greeley/I-5). Costs for this project were as follows:

	Air	Noise	Air/Noise Total	Project Total
Swan Island	$30,900#	$21,400#	$52,300#	$116,000

#derived from monthly billings--noise costs may include transportation

It appears from the above comparison of costs that both proposals are in line with what is needed to successfully complete the EIS and that the costs are in line with what was included in the Swan Island Study.

Dames & Moore:

A review of the DM proposal resulted in the following observations:

Noise proposal is apparently deficient in the evaluation of traffic noise abatement. They do not discuss the investigation, evaluation, design, etc. of traffic noise mitigation measures. This may be an oversight.

Air quality, two models are planned for calibration, recognizing that one or the other may not work.

DMJM/H:

A review of the proposal found no deficiencies in either air or noise. The following observations were made:

Noise. A special noise transmission loss study is proposed for houseboats and trailers. Also, noise transmission characteristics across water will be evaluated. Eight monitoring sites are proposed as compared to four in the DM proposal.

Air. A new model, AVQUAL, is proposed for use. A special model calibration/validation exercise is proposed in addition to a months worth of continuous data collection. DMJM/H (Aerovironment) proposes only one continuous station for the 30 day study as opposed to DM's 6 CO sampling sites.

Conclusions:

Both proposals are adequate to fulfill the requirements of the RFP. Both are also equivalent in price and in scope, with the DMJM/H proposal being slightly more innovative. DM's proposal seemed to be slightly deficient in transportation noise mitigation.

Both proposals are very comparable to the successful study that was performed for the Swan Island Study. Costs for both air and noise sections appear to be in line with previous work performed in Oregon.

Recommendation:

I do not recommend any major changes to the air and noise scope of work contained in either proposal. I recommend acceptance of one of the proposals at the quoted price before inflation causes the price to increase.

AJG:ss

ENVIRONMENTAL DOCUMENT REVIEW

Project Name Jantzen Beach Date May 15, 1978

Document and Vol.# DEIS Reviewer P. Dykman
(DEIS, FEIS, DND, FND, etc.) (Name and Title)

Page #	Paragraph	Line	--REMARKS--

Barnes & Moore

(1) Social + natural sciences represent approx. 15% of total contract cost (⅓ natural, ⅔ social). This appears to be light compared to our in-house ratios.

(2) Costs appear to be relatively accurately distributed between disciplines except for geology which is too heavy, computerly.

(3) Some staff personnel allocations to this project seem inappropriate. (a) One indiv. is covering social + economic while aesthetics has a separate specialist.

DMJM

(1) Same comment as in (1) above.

(2) Distribution of costs between disciplines is difficult to determine from their generalized fee schedule. It appears to be appropriate if 50% of the $6,000 for "urban form + natural envir." is for land use.

(3) Staff allocated for the "urban form" analysis seems inappropriate - too many people for an work task allocated — so few hours.

- Summary - without comparing these firms to others, I would recommend selecting Barnes & Moore - their proposal is more detailed + realistic!

FORM 734-1387

ENVIRONMENTAL DOCUMENT REVIEW

Project Name JANTZEN BEACH Date May 15, 1978

Document and Vol.# DEIS (DEIS, FEIS, DND, FND, etc.) Reviewer P. DYMOND (Name and Title)

Page #	Paragraph	Line	--REMARKS--

Thomas & Moore

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- Summary - without comparing these forms to others, I would recommend selecting Thomas & Moore - their proposal is more detailed + realistic!

FORM 734-1387

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 11, 1978

Kristen R. Hill
Project Coordinator
Impact, Ltd.
1409 Larimer Square
Denver, Colorado 80202

Dear Ms. Hill:

I have your letter of May 2, 1978 concerning the Oregon Slough Bridge Project and our Consultant Selection Criteria. Your proposals were received on time and were evaluated by our Consultant Selection Committee.

As I indicated by phone yesterday, your firm was not selected for the Oregon Slough Bridge project because of the failure of your proposal to specifically address the major issues surrounding the project. As you can see from the selection criteria, this Department puts much emphasis on (1) a proposal that is responsive to the specific issues, and (2) the consultants ability to work in the mainstream of our project development process, including with technical and citizen advisory committees.

We do not send out the results of the Consultant Selection Committee's evaluation nor do we make other proposals available for review. I would, however, extend an invitation to you or any of your staff to visit my office to discuss your proposals, what we expect in proposals, and to learn about our project development process in Oregon.

I am also enclosing a copy of the Oregon Action Plan that describes, among other things, the policies guiding our processes. Also enclosed is the Banfield DEIS.

I hope this has been helpful.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

GAP:ss

Enclosures

cc: E. S. Hunter w/attach

RECEIVED
TECHNICAL SERVICES
MAY 11 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

impact
the environmental scientists & engineers
1409 larimer square • denver, colorado 80202 • 303-571-1300

May 2, 1978

Mr. Gary Potter, Manager
Environmental Section
Department of Transportation
412 Transportation Building
Salem, Oregon 97310

RE: Draft Environmental Impact Statement
Oregon Slough Bridge Project

Dear Mr. Potter:

Thank you for sending the Consultant Evaluation sheet to us as per your phone conversation with Tom Colbert, a consultant in our firm. It is helpful to us to learn precisely where your selection priorities lie.

I trust you received our latest proposal for the above-referenced project ahead of today's noon deadline. We will look forward to hearing from you about it. Perhaps, when you notify us about the Oregon Slough Bridge proposal or at a sooner opportunity that is not greatly inconvenient, you might forward to Impact a copy of a completed evaluation for our Slough Bridge proposal. I don't know if this is within your office policies, but it would be greatly helpful to us.

Our prime concern is the assignment of points to familiarity with the project location. Should we be contracted for one of these Oregon projects, this would no longer be a worry. However, if this problem is substantial enough to prevent our selection for any contracts, we might submit fewer costly proposals, despite our interest in these ODT projects.

Thank you for your consideration and time.

Sincerely,

Kristen R. Hill

Kristen R. Hill
Project Coordinator
Impact, Ltd.

I-5

Salem, Oregon
May 3, 1978

A. D. Olson
Preliminary Design Engineer

Ken Limbocker
Metro Design Engineer

Jantzen Beach-Delta Park Intchg.
Pacific Highway (I-5)
Multnomah County

Versteeg ✓ Trout
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 0 3 1978
ENGINEERING SECTION

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Bring Up ___/___/___
Action

We have reviewed the Transportation Analysis of your proposed interchange and have attempted design modifications to get the weave distances that Tom Schwab and Walt Clay have indicated. Enclosed is a sepia of an overlay of your interchange plan showing what we got for weave distances and how we got them.

We couldn't come close on the mainline weaves either northbound or southbound.

We did get the 1,000 feet between the double loops for Union and Swift. I would presume that for this weave to work there cannot be a signal on Union Avenue to stop eastbound traffic. Stored vehicles could extend almost back to the gore and, also, weaving through traffic that is slowing or speeding up for a signal would seem outside of the capabilities of our calculations. If it is necessary to put a signal in to stop eastbound as well as westbound traffic on Union at the Marine Drive connection, it might be necessary to make a "jug handle" for the Union Avenue traffic coming off I-5, stop them on a signal at Swift and eliminate the weave in that manner.

The ramp metering for the northbound on-ramp from Hayden Island indicates that 350 to 400 vehicles could be allowed to enter the freeway as opposed to 800 that want to get on. Normally there is an available alternate route when ramp metering is considered. These are probably shopping trips or commuters shopping on their way back to Washington and they will either stop this practice or else get on the freeway southbound and double back in the Union-Swift Interchange. Either way I would expect a reaction from the people, Safeway, etc. The Hayden Island Inc. representative said this did not worry him but I wonder if our superiors would have that same reaction.

In reviewing the traffic problems which the design would appear to have both on the freeway and on the cross road (and also traffic handling during construction), it would appear that a comparison should be made of the good and bad features of this design and the original pattern. There would seem to be some merit to the earlier plan.

ADD:jh
Enclosure

OREGON STATE HIGHWAY DIVISION

TO: TOM SCHWAB

SUBJECT: OREGON SLOUGH BR. (I-5)

FROM: WALT CLAY

DATE: 18 APR 78

I HAVE CHECKED OVER YOUR CALCULATIONS AND AGREE WITH YOUR FIGURES EXCEPT IN THE NORTH BOUND DIRECTION. MY CALCULATIONS SHOW A NEED FOR 100 FT. MORE IN EACH SEGMENT OF THE WEAVE. MY FIGURES ARE IN RED ON THE WORK SHEETS.

AS SHOWN ON THE WORK SHEETS ON THE LOOP DESIGN THE WEAVE LENGTH ON THE ARTERIAL SHOULD BE A MINIMUM OF 1000 FT.

AS YOU MENTIONED IN YOUR WRITEUPS THERE MAY BE SOME CONJESTION PROBLEMS AT THE MERGE WITH THE NORTH BOUND RAMP FROM HAYDEN ISLAND. RAMP METERING OF SOME TYPE MAY BE DESIRABLE THERE.

THE LOOP DESIGN DOES APPEAR TO HANDLE THE TRAFFIC IN THE BEST WAY IF THE MINIMUM WEAVE LENGTHS ARE PROVIDED.

ATTACHED ARE YOUR ORIGINAL SHEETS WITH COMMENTS IN RED.

Walt Clay
(SIGNATURE)

PLEASE REPLY HERE

NOTED
JOHN HANKS

Vorstoog
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 20 1978
ENGINEERING SECTION

Trout

Do Not File ☐
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Action

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

F. Sanker

4/4/78

John;

Enclosed are the weave calculations for the Slough Br. project. Appreciate your checking these.

Any suggestion on how to reduce lane requirements in the weave section? Do the weave length calculations appear correct? Its been some time since I worked with multiple weaves.

Calculation shows Segment II of SB weave volume to be quite long. Other than this length requirement, I believe most of other minimum length can be provided.

Also enclosed is a intersectional analysis for the Swift Ave intersection assuming the SB. off is placed on a loop ramp and brought in to a left turn @ grade on Swift.

If you have any questions please call.

Thank you for checking this.

NOTED
DWAYNE HOFSTETTER

① Weave & Intersectional Analysis 2000 yr. ADT
② Intersectional Analysis 1994 ADT (A 1974 design)
③ Narrative on problems in the Slough Br. area
④ Median and lane width articles.

RECEIVED
APR 5 1978
TRAFFIC ENGINEERING

(3)

TRANSPORTATION ANALYSIS

OREGON SLOUGH BRIDGE (I-5)

The Oregon Slough Bridge is located on I-5 between Union - Swift interchange and the Hayden Island interchange. In the past, problems have been identified with this section of Interstate freeway. This section was initially constructed as a four lane structure with shoulders. However, in recent years the shoulders have been eliminated to add on additional travel lane in each direction.

Problems with the existing bridge are as follows:

1) Structure is narrow resulting in high number of accidents (accident rate is 3 to 4 times rate for similiar highways).

2) Weave length between Hayden Island and Union - Swift is less than minimum required.

3) Poor alignment on south end of structure results in increased accidents.

4) Capacity deficiency exists on the structure. Other concerns in the area which should be considered for improvement along with the structure replacement are:

   a) Speed differential on the Union - Swift on ramps as they approach the freeway northbound.

   b) High number of accidents at the merge point of the Union - Swift ramp with I-5, because of the tight turns and poor superelevation.

c) Undesirable merge problem for Marine Drive desiring to enter the northbound freeway on ramp. Several complaints have been received about this condition.

d) The left-hand on ramp to the freeway northbound from Union Avenue is very confusing for motorists not familiar with the area.

Analysis of existing traffic volumes shows traffic on the existing structure is nearly 12 percent over existing capacity at service level "D". Map 1 shows existing capacity and peak hour volumes on the freeway between Denver interchange and Interstate Bridge. Map 2 shows the 1977 average speed-delay study for this section of I-5. The A.M. peak southbound average speed is 47 to 51 m.p.h. while the northbound P.M. peak hour speeds are 31 to 34 m.p.h. Freeway sections south of the Oregon Slough Bridge average 8 to 15 m.p.h. northbound during the P.M. peak period. These reduced speeds are a result of the capacity restriction on the Slough Bridge and the weave-merge problem between Union - Swift and Hayden Island Interchange.

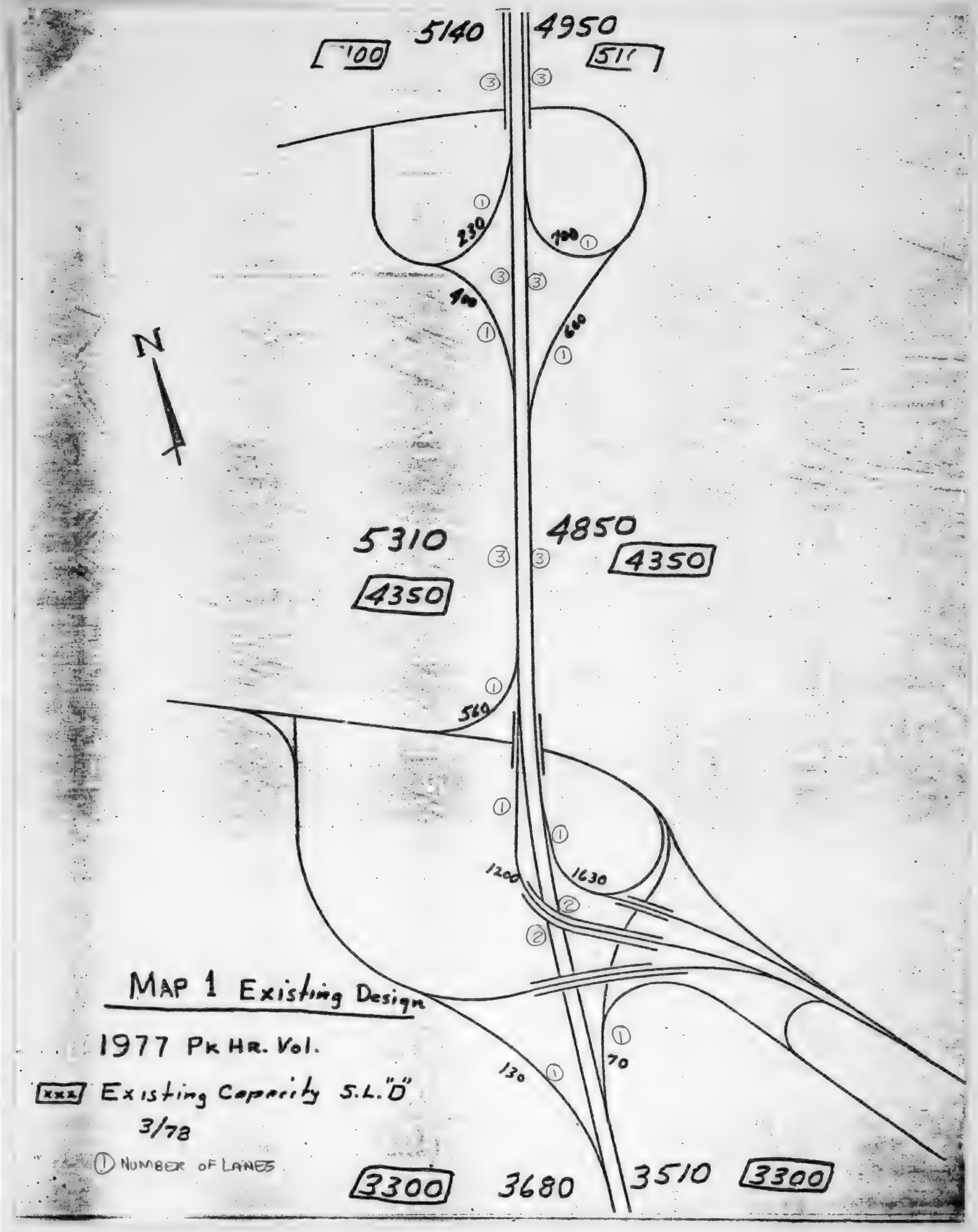
An improvement to the Oregon Slough Bridge by adding ~~an additional~~ a lane each direction on the structure will provide capacity of ~~6000~~ 5300 uph in the section. The added capacity would improve operating speed on the freeway especially in the northbound P.M. peak period. Problems identified with the interchange section of Union - Swift would not change with the improved section, infact, these problems could become more serious with a structure improvement.

Map 3 shows the capacity and 2000 year peak hour traffic volumes on a proposed design. Although the volumes are slightly in excess of capacity at service level "D" the freeway and interchange would operate reasonably well and provide a more balanced freeway section.

Map 3A shows a alternative ramp location for the north to west traffic movement. As on the sketch shown, this move would be provided by a loop ramp with it termini at grade on Swift Avenue. Traffic using this loop would be placed in a left turn move through a signalized intersection at Swift Avenue. Capacity calculations show operation of this signalized intersection of service level "D" - "E". DURING PM PEAK. THIS IS DUE TO HIGHER PM PEAK HOUR VOLUMES (YEAR 2000) THAN WAS ASSIGNED IN PREVIOUS ANALYSIS USING 1994 PROJECTIONS.

It is recommended that the design as shown on map 3 be selected to carry the north to west traffic. Analysis of the design as proposed on map 3 shows operation of the interchange area of service level "C" - "D" provided the minimum weave lengths can be obtained. Also, this proposal eliminates the problems identified with the existing interchange.

Although slightly more capacity would be available on the Oregon Slough Bridge than is available on the adjacent sections under the proposed design, analysis of traffic volumes shows this is required to satisfy the weave-merge problems in the section because of the extremely high number of entering or exiting vehicles at Union - Swift interchange. Additional steps may be required to maintain this level of operation in this section such as metering the northbound on ramp from Hayden Island as traffic volumes increase.



MAP 1 Existing Design

1977 PK HR. Vol.

xxx Existing Capacity S.L. "D"

3/78

① NUMBER OF LANES

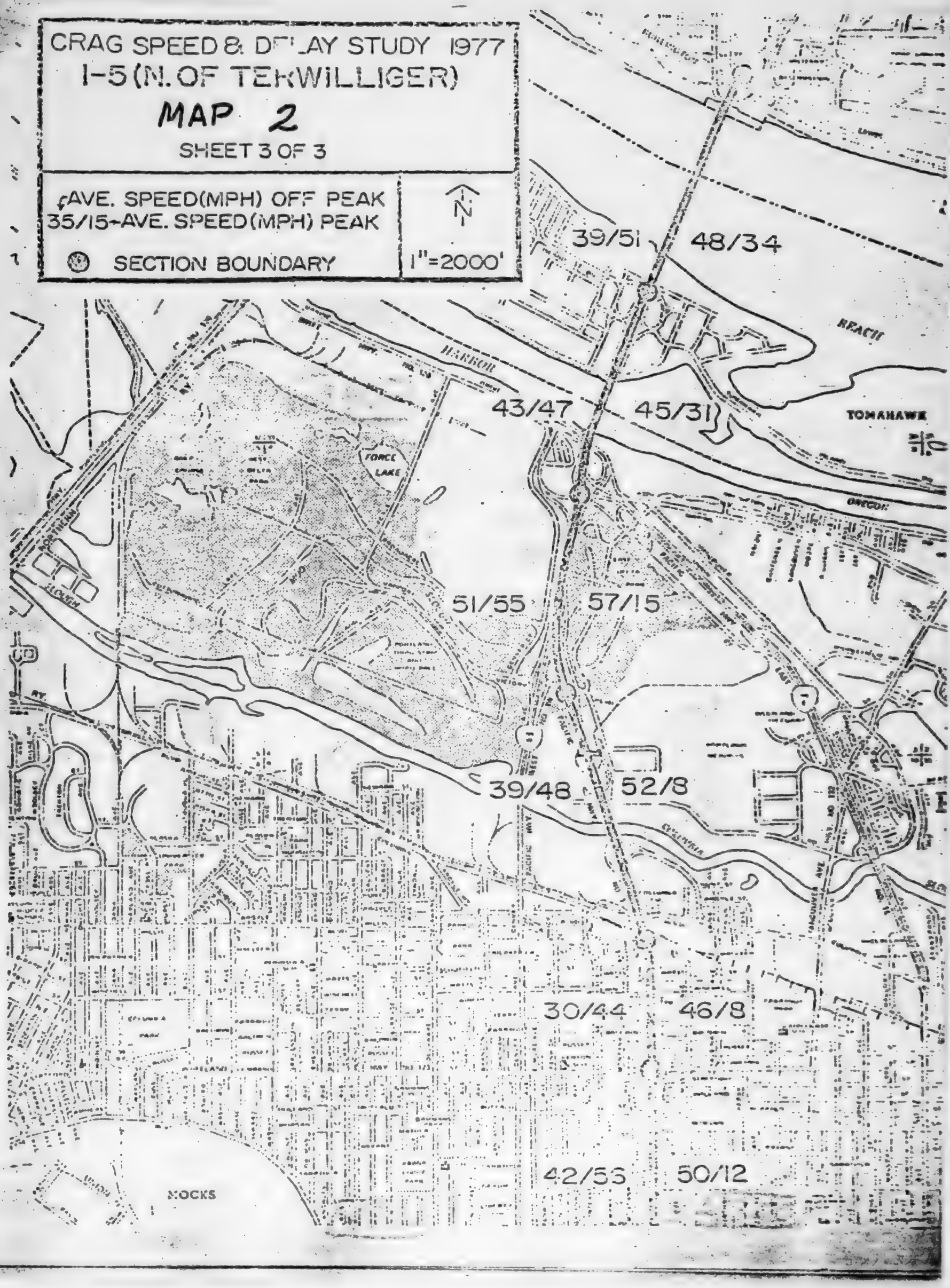
CRAG SPEED & DELAY STUDY 1977
I-5 (N. OF TEKWILLIGER)
MAP 2
SHEET 3 OF 3

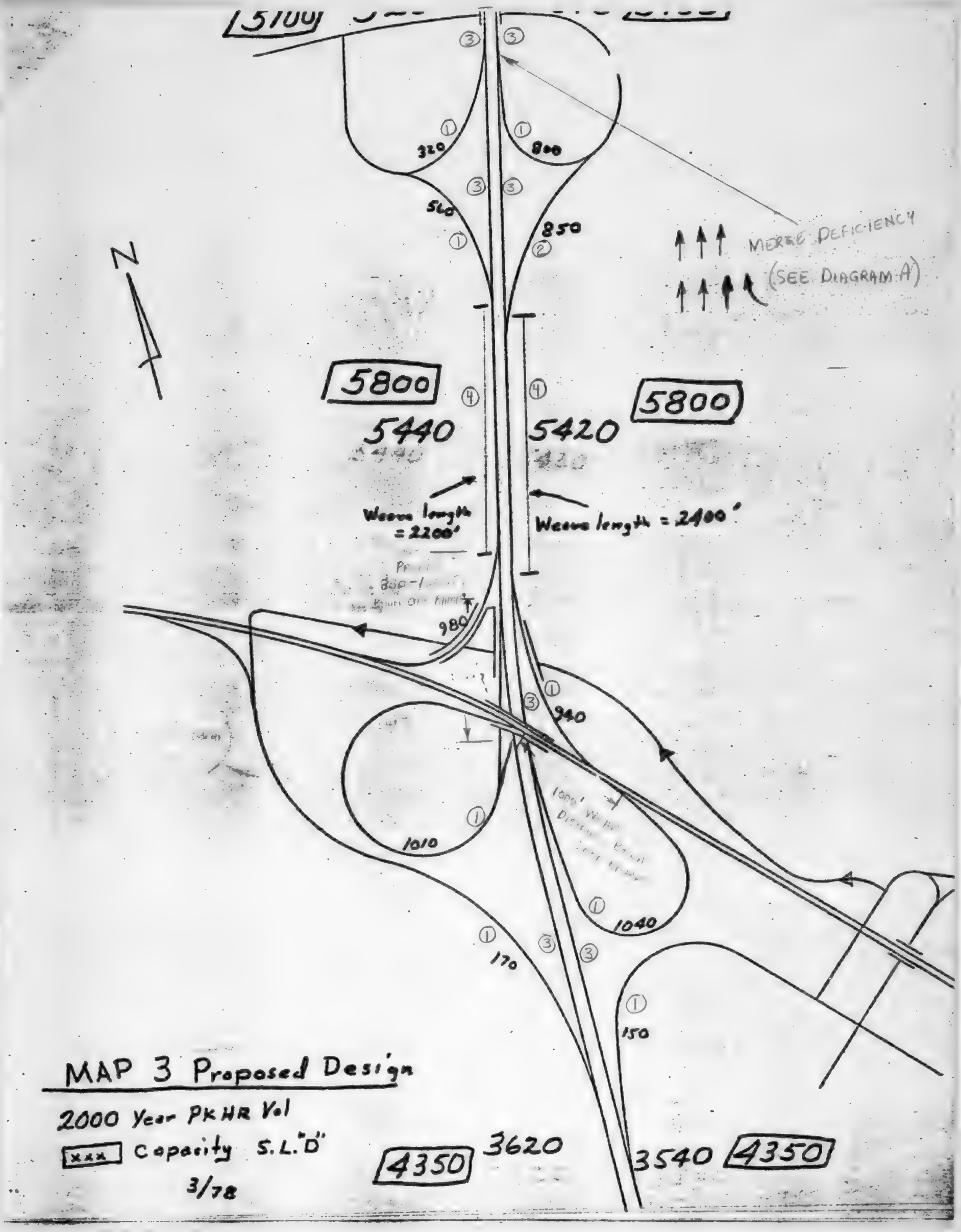
AVE. SPEED(MPH) OFF PEAK
35/15-AVE. SPEED(MPH) PEAK

SECTION BOUNDARY

N

1"=2000'



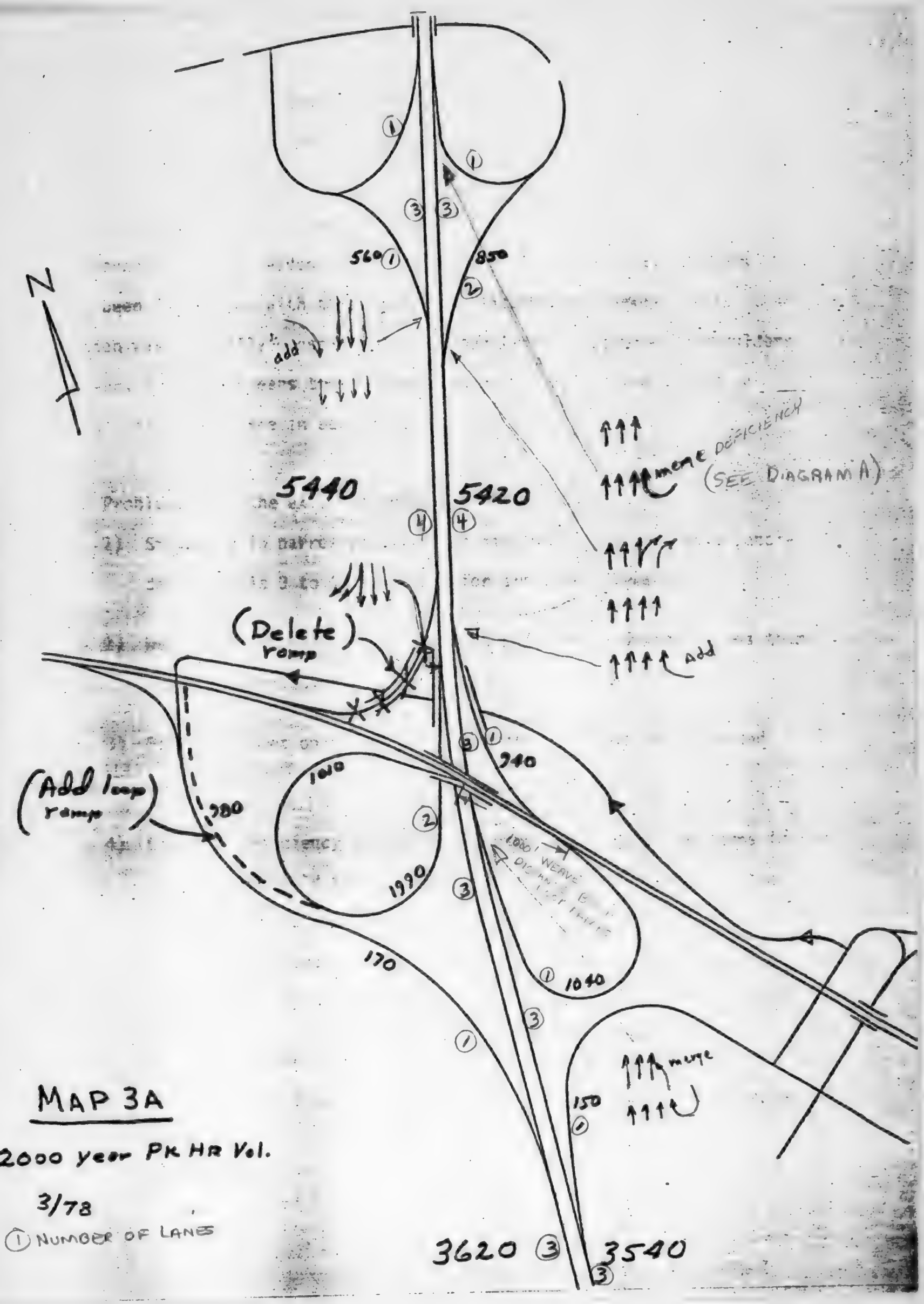


MAP 3 Proposed Design

2000 Year PK HR Vol

[xxx] Capacity S.L. "D"

3/78



MAP 3A

2000 year PK HR Vol.

3/78

(1) NUMBER OF LANES

(5420)

(4570)

(5370)

1650

1650

1650

1650

1270

2070

SLOUGH BR.

850

800 *

INTERSTATE BR.

HAYDEN Is.

* SHOULD BE METERED TO ALLOW ONLY 350 - 400 IN PEAK HR.

N

DIAGR. 5 A

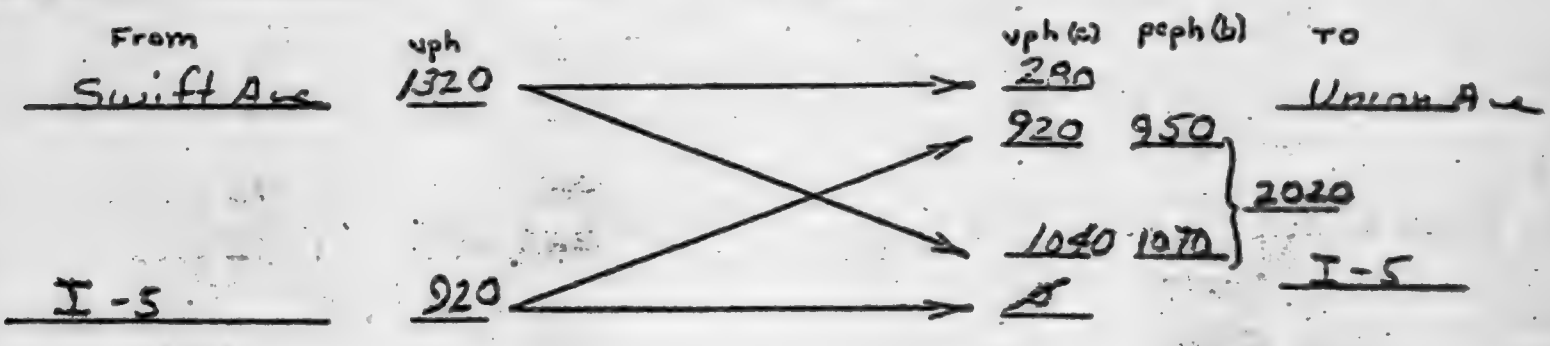
WEAVING ANALYSIS

(1)

By TS Ckd. ____ DATE 3/78

1. Location Union - Swift Ave @ I-5 Int. Rural (Suburban) Urban

Terrain Level T= 3% Et 2 DH Yr. 2002 Tc 0.97



(a) Length available ?

(b) Length required 1000
600 1/

K = ____

K = 35 / 1.05 III - IV 1/

K = 4.0 IV 2/

(c) Lanes required:

SV = 1350

Available 2-3

$$N = \frac{V(2240) + k-1(2 \times 920)Vw_2}{SV(1310)} = 3.1 \text{ lane}$$

Use 3.0 lanes

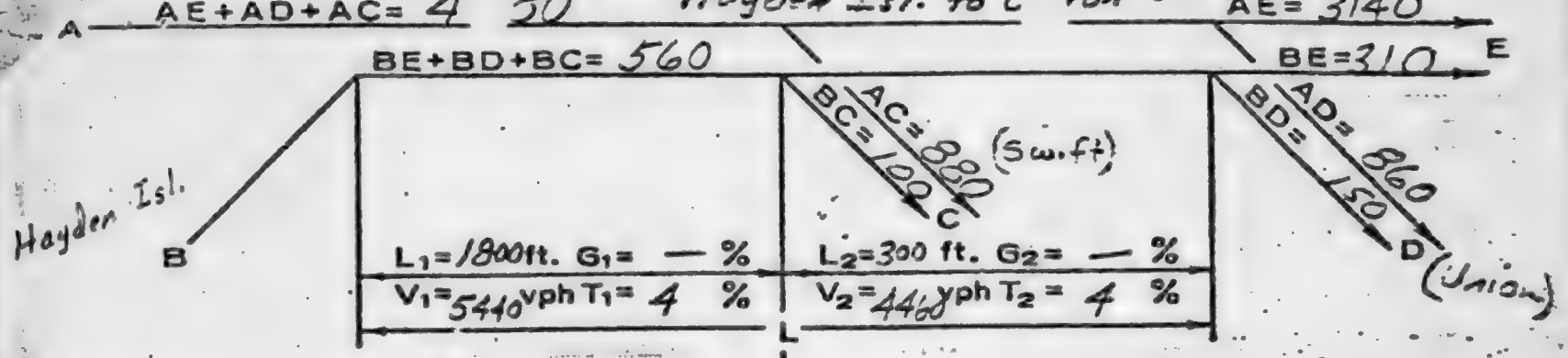
1/ QF III-IV should allow weaving speeds of 35 to 45 mph, which is adequate for a arterial roadway

2/ QF IV will maintain speeds of 20-35 mph which may be slower than desired for this type roadway.

1/ Weave length of less than 1000' is likely to result in congested conditions on E I-5.

Must assume no signal downstream (at Union Ave - Marine Dr) added.

ALYSIS WORKSHEET — Slough Br. Hayden Isl. to Union-Swift



$AD_1 = AD(L_1/L) = {}^{18}/_{21}(860) = 740$

$BE_1 = BE(L_1/L) = 310({}^{18}/_{21}) = 265$

$E_{T_1} = 2$ $F_{T_1} = 0.96$

AE = 3140

AD_2 = 120

AC = 880 460 — W_a = 1340

A — BE+BD = — $\overline{W}_a = \frac{W_a}{F_{T_1}} = 1400$

k_a = 2.8

AD₁ = 740 265 — W_b = 1005

B — BE_1 = — $\overline{W}_b = \frac{W_b}{F_{T_1}} = 1050$

k_b = 2.0

BC = 100

Have 1500' = k of 3.1+

LENGTH REQUIREMENTS (Figure W-1)

$V_1 = V_1 - (AE + AD_2 + BC) = 5440 - (3140 + 120 + 100) = 2080$ vph

$\overline{W}_1 = W_1 / F_{T_1} = 2080/0.96 = 2170$ pcph

L_1: min. = 2100 ft. (curve 2.35)

des. = 3400 ft. (curve II)

out of realm = ft. (curve I)

WIDTH REQUIREMENTS

$\overline{SV}_1$ = 1400 pcph (Table W-1)

$SV_1 = \overline{SV}_1 \cdot F_{T_1} = 1344$ vph

$$N_1 = \frac{V_1 + (k_a - 1)W_a' + (k_b - 1)W_b'}{SV_1}$$

$$= \frac{5440 + (1.8)^{328}460 + 1.0(265)}{1344} = 4.56 \ (4.06)$$

Not Feasible with only 3 lanes each way on Industrial Dr. Plus ramps More lane Change

5 lanes

$AD_2 = AD - AD_1 = 860 - 740 = 120$

$BE_2 = BE - BE_1 = 310 - 265 = 45$

$E_{T_2} = 2$ $F_{T_2} = 0.96$

AE = 3140

AD_2 = 120 310 — W_c = 430

BE = — $\overline{W}_c = \frac{W_c}{F_{T_2}} = 450$

k_c = 2.95

AD_1 = 740 45 — W_d = 785

BE_2 = — $\overline{W}_d = \frac{W_d}{F_{T_2}} = 820$

k_d = 3.0

BD = 150

LENGTH REQUIREMENTS (Figure W-1)

$W_2 = V_2 - (AE + BD) = 4460 - (3140 + 150) = 1170$ vph

$\overline{W}_2 = W_2 / F_{T_2} = 1170/0.96 = 1220$ pcph

L_2: min. = 1000 ft. (curve 2.35)

des. = 1700 ft. (curve I)

out of realm = ft. (curve I)

WIDTH REQUIREMENTS

$\overline{SV}_2$ = 1400 pcph (Table W-1)

$SV_2 = \overline{SV}_2 \cdot F_{T_2} = 1344$ vph

$$N_2 = \frac{V_2 + (k_c - 1)W_c' + (k_d - 1)W_d'}{SV_2}$$

$$= \frac{4460 + 1.95^{351}(120) + 2.0^{41}(45)}{1344} = 3.56$$

Use 4 lane

NOTES: (1) W_a, W_b, W_c etc. = number of weaving vehicles within each elemental weaving movement

(2) W_a', W_b' etc. = smaller of two weaving movements in total weave W_a, W_b etc.

(3) Bar values ($\overline{SV}$, $\overline{W}_a$ etc.) all in pcph

(4) All other terms as defined in Figure W-1

(5) General formula for $N = \frac{V + \Sigma(k-1)W'}{SV}$

The Traffic Institute
Northwestern University
Evanston · Illinois

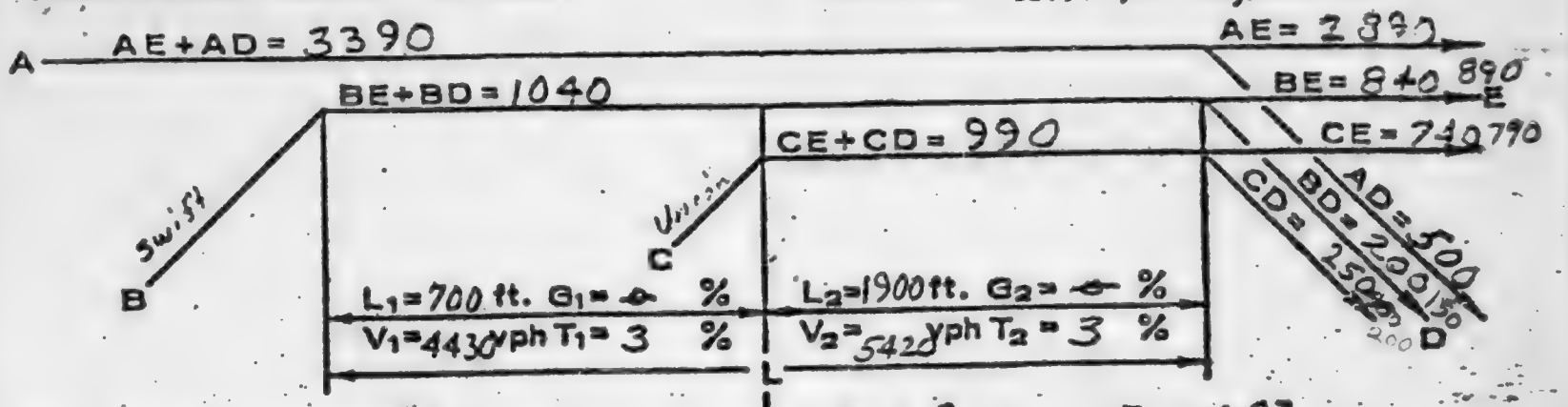
Note: Revised 4/4/77
Form Adopted for ODOT Computations

Stock No. 3429
Classification No.
Date 3/78

TWO SEGMENT MULTIPLE WEAVING ANALYSIS WORKSHEET

Slough Br. Union Swift to Hayden Isl.

CASE: 2EN-EX



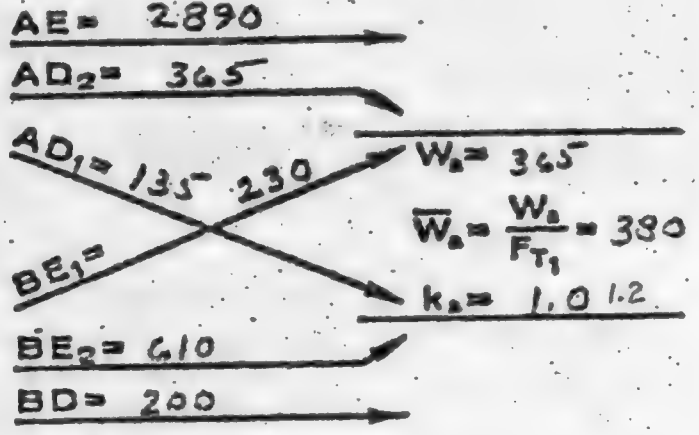
$AD_1 = AD(L_1/L) = 500(7/20) = 135$

$BE_1 = BE(L_1/L) = 840(7/20) = 230$

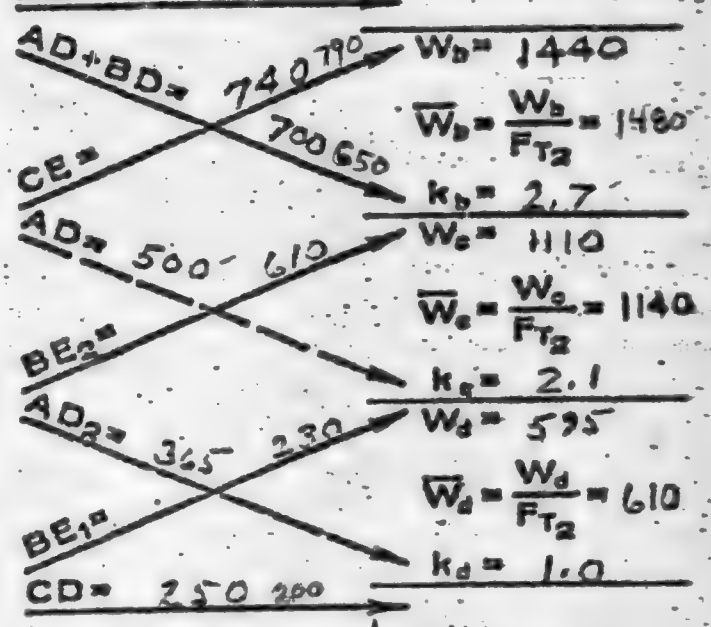
$AD_2 = AD - AD_1 = 500 - 135 = 365$

$BE_2 = BE - BE_1 = 840 - 230 = 610$

$E_{T_1} = 2$ $F_{T_1} = 0.97$



$E_{T_2} = 2$ $F_{T_2} = 0.97$



Have 1800' = k of 3.1

LENGTH REQUIREMENTS (Figure W-1)

$W_1 = W_a =$ 365 vph

$\overline{W}_1 = W_1 / F_{T_1} =$ 380 pcph

L_1: min. = 300' ft. (curve 2.95)

des. = 400 500 ft. (curve II)

out of realm = ft. (curve I)

Use 400' Min

WIDTH REQUIREMENTS

$\overline{SV}_1 =$ 1400 pcph (Table W-1)

$SV_1 = \overline{SV}_1 \cdot F_{T_1} =$ 1358 vph

$$N_1 = \frac{V_1 + (k_a - 1)W_a'}{SV_1}$$

$$= \frac{4430}{1358} = 3.26$$

Use 4

LENGTH REQUIREMENTS (Figure W-1)

$W_2 = V_2 - (AE + CD) =$ 2280 vph

$\overline{W}_2 = W_2 / F_{T_2} =$ 2350 pcph

L_2: min. = 2300 ft. (curve 2.35)

des. = 3700 ft. (curve II)

out of realm = ft. (curve I)

WIDTH REQUIREMENTS

$\overline{SV}_2 =$ 1400 pcph (Table W-1)

$SV_2 = \overline{SV}_2 \cdot F_{T_2} =$ 1358 vph

$$N_2 = \frac{V_2 + (k_b - 1)W_b' + (k_c - 1)W_c' + (k_d - 1)W_d'}{SV_2}$$

$$= \frac{5420 + (1.7)(700) + 1.1(500) + 0}{1358} = 5.2$$

NOT FEASIBLE WITH ONLY 4 LANES EACH WAY ON INTERSTATE OR EQUIVALENT WITH SOME SHOULDER

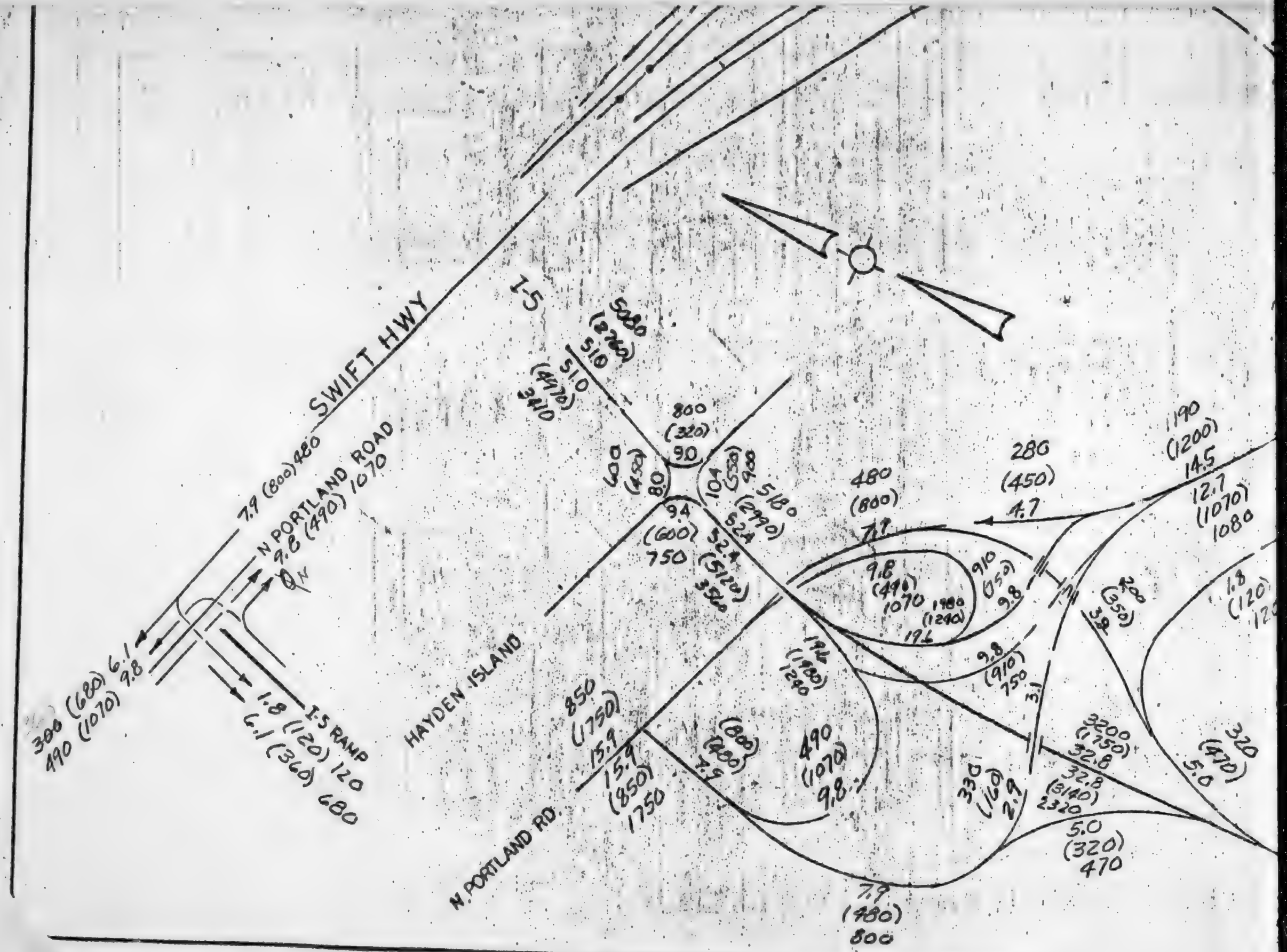
5 lanes

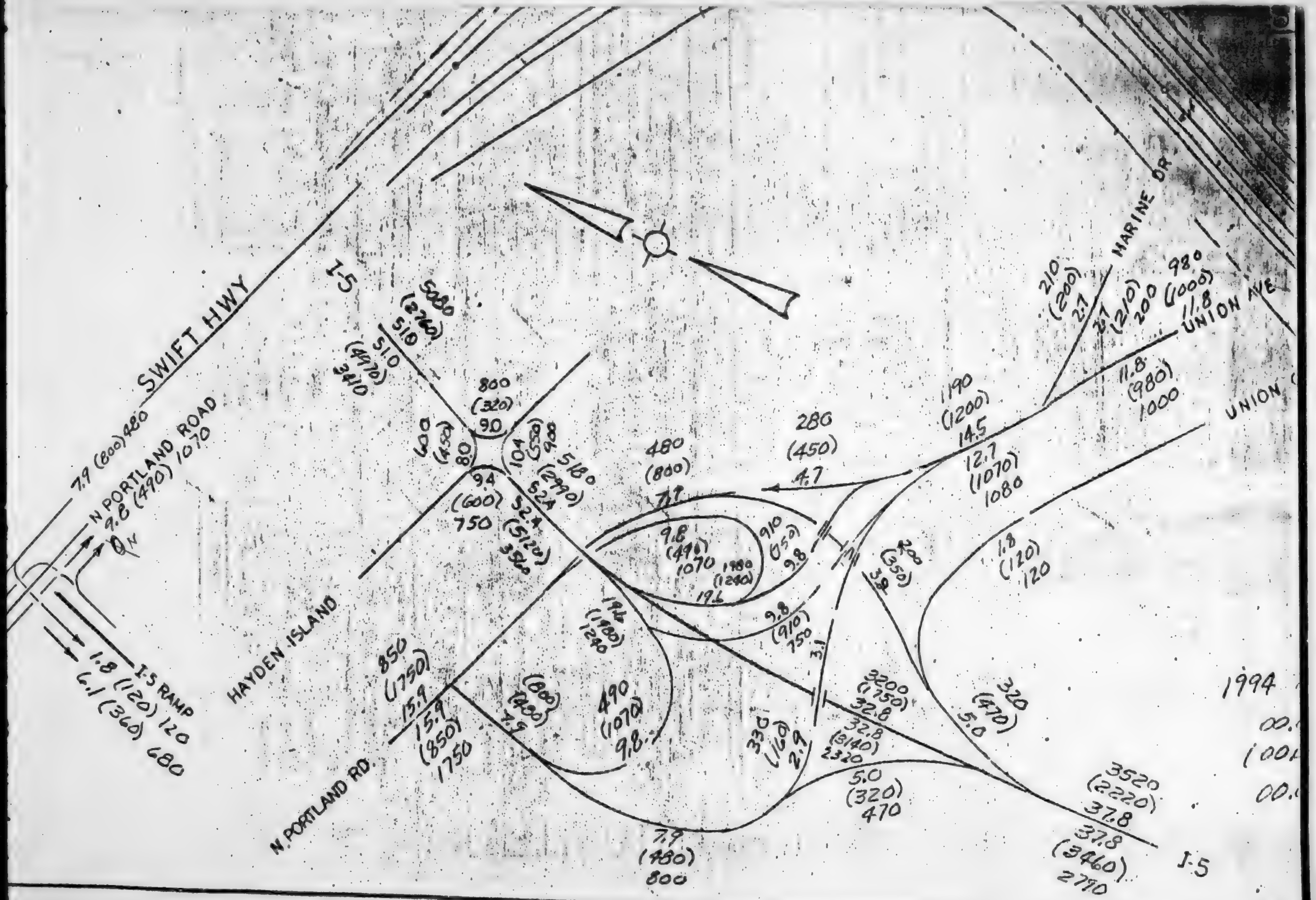
NOTES:
(1) W_a, W_b, W_c etc. = number of weaving vehicles within each elemental weaving movement
(2) W_a', W_b' etc. = smaller of two weaving movements in total weave W_a, W_b etc.
(3) Bar values ($\overline{SV}$, $\overline{W}_a$ etc.) all in pcph
(4) All other terms as defined in Figure W-1
(5) General formula for $N = \frac{V + S(k-1)W'}{SV}$

The Traffic Institute
Northwestern University
Evanston - Illinois

Note: Revised 4/4/77
Form Adopted for ODOT Computations

Stock No. 3429
Classification No.
Date 3/78


I-5
SWIFT HWY
N PORTLAND ROAD
HAYDEN ISLAND
N. PORTLAND RD.
I-5 RAMP
7.9 (800) 480
9.8 (490) 1070
306 (680) 6.1
490 (1070) 9.8
1.8 (120) 120
6.1 (360) 680
5080 (2740) 510
510 (4470) 3410
800 (320) 90
90 (450) 80
10 (550) 98
5180 (2990) 624
9.4 (600) 750
52.4 (5120) 3540
480 (800) 7.9
280 (450) 4.7
1190 (1200) 14.5
12.7 (1070) 1080
9.8 (490) 1070
1980 (1240) 19.4
910 (650) 9.8
200 (350) 3.9
1.8 (120) 120
9.8 (910) 750
3.1
194 (1980) 1240
850 (1750) 15.9
15.9 (850) 1750
(800) (400) 7.9
490 (1070) 9.8
330 (160) 2.9
3200 (1750) 32.8
32.8 (3140) 2320
320 (470) 5.0
5.0 (320) 470
7.9 (480) 800


SWIFT HWY
I-5
N PORTLAND ROAD
7.9 (800) 480
9.8 (490) 1070
QN
I-5 RAMP
1.8 (120) 120
6.1 (360) 680
HAYDEN ISLAND
N. PORTLAND RD.
MARINE DR
UNION AVE
I-5
5080 (2740) 510
510 (4970) 3410
800 (320) 90
400 (450) 80
94 (600) 750
104 (550) 88
5180 (2790) 524
524 (5120) 3540
480 (800) 7.7
280 (450) 4.7
9.8 (490) 1070
1180 (1240) 19.2
910 (50) 9.8
9.8 (910) 750
3.1
194 (1180) 1240
850 (1750) 15.9
15.9 (850) 1750
(800) (480) 4.9
490 (1070) 9.8
330 (160) 2.9
7.9 (480) 800
210 (200) 2.1
2.1 (210) 200
980 (1000) 11.8
11.8 (980) 1000
1190 (1200) 14.5
12.7 (1070) 1080
200 (350) 3.9
1.8 (120) 120
3200 (1750) 32.8
32.8 (3140) 2320
5.0 (320) 470
320 (470) 5.0
3520 (2220) 37.8
37.8 (3460) 2770
1994

= 0.61.4
= 1 1 4

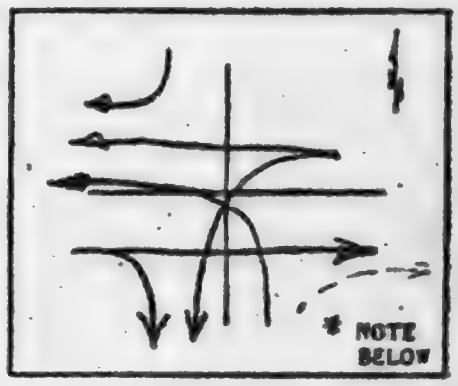
OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

3/10, 1978

PROJECT Slough Br.

INTERSECTION Swift, I-5-SB Ramps Terminal

CITY



BASIC CONDITIONS:

METRO POPULATION 1M PHF 1.15

AREA: CBD FRINGE OBD RESID. RURAL (Circle One)

C= SIGNAL CYCLE= SEC. A/C = ___/___ = ___

PHASE 1	AMBER	PHASE	AMBER	PHASE	AMBER	PHASE	AMBER
1310 (550) → 650 (1540) ↓ 170 (400)		← - - - ↓ 110 (180)		980 (420) ←		G/C = 0.94 AM LS "D" / = 0.98 PM L.S D-E	
AM PM G/C = ~~0.47~~ 0.32 / 0.56 G= SEC.	SEC.	G/C = 0.15 / 0.15 G= SEC.	SEC.	G/C = 0.47 / 0.27 G= SEC.	SEC.	G/C = G= SEC.	SEC.

APPROACH ____ T= % R= % L= % BUS STOP ____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
1	E-W	24	4	0.47	0.22				1310	550	
1	W-E	24	4	0.25	0.56				650	1540	
1	W-S	12	JAR	0.15	0.25				170	400	

APPROACH ____ T= % R= % L= % BUS STOP ____

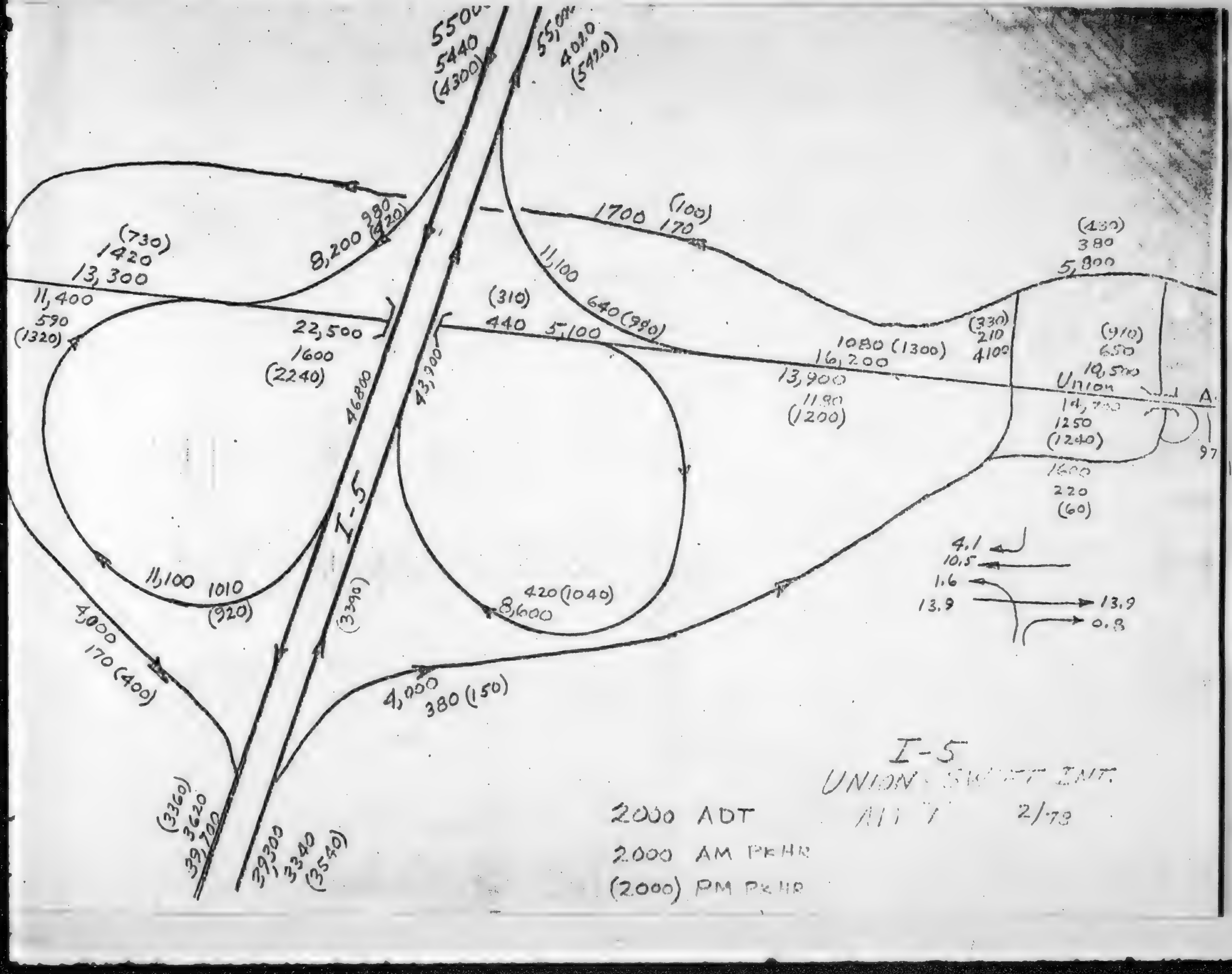
PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	E-S	12	1B3	0.15	0.15				110	190	

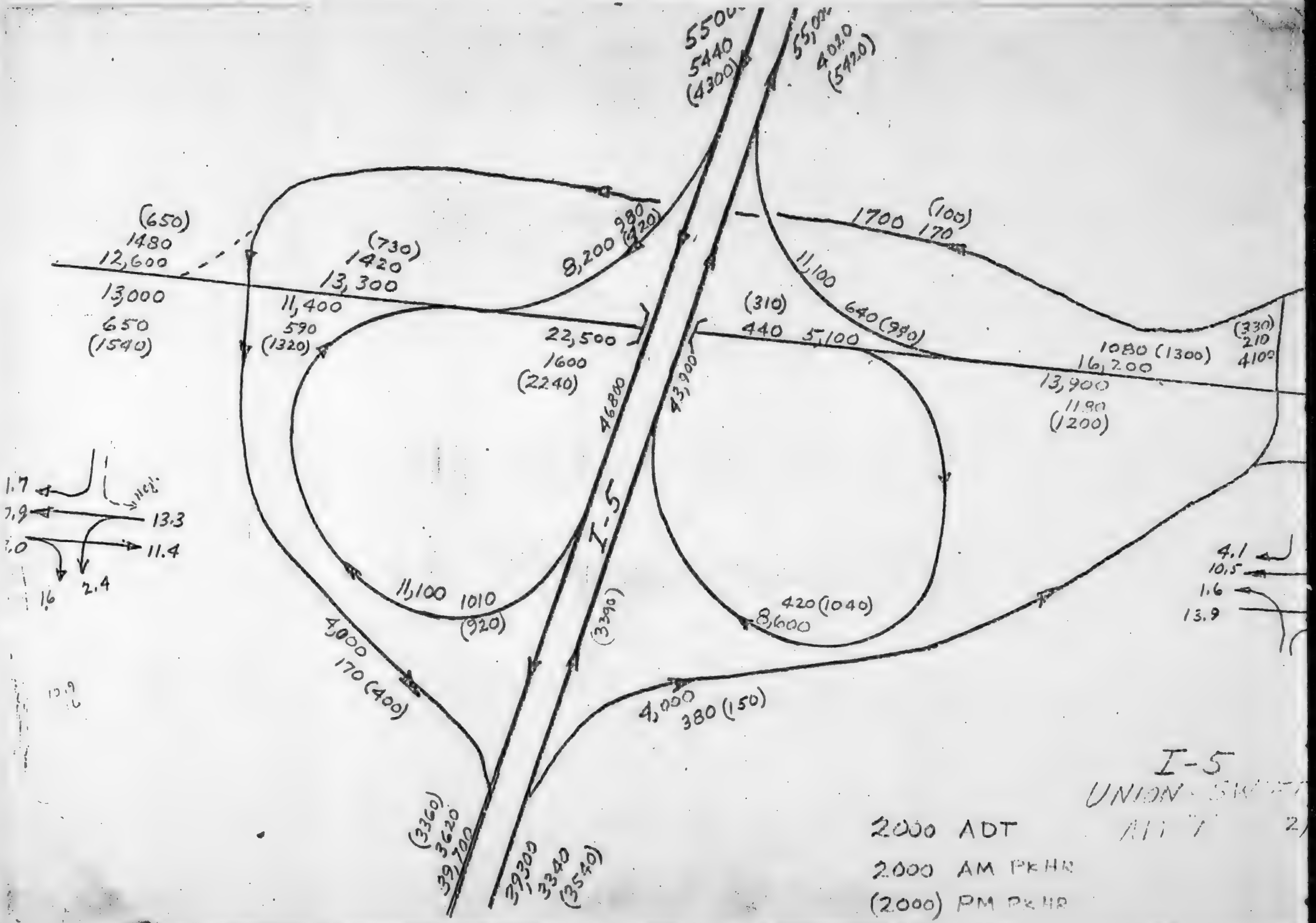
APPROACH ____ T= % R= % L= % BUS STOP ____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #
2	S-W	24	1B2	0.47	0.27				990	420	

APPROACH ____ T= % R= % L= % BUS STOP ____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS #


5500
5440
(4300)
55,000
4010
(5920)
1700
(100)
170
(730)
1420
13,300
11,400
590
(1320)
8,200
380
(420)
11,100
640 (980)
(310)
440
5,100
22,500
1600
(2240)
46800
43,900
(430)
380
5,800
(330)
210
4100
1080 (1300)
16,200
13,900
11.80
(1200)
(910)
650
10,500
Union
14,700
1250
(1240)
1600
220
(60)
97
A
4.1
10.5
1.6
13.9
13.9
0.8
I-5
(3390)
11,100
1010
(920)
420 (1040)
8,600
4,000
170 (400)
4,000
380 (150)
(3360)
3620
39,700
39300
3340
(3540)
I-5
UNION - SWIFT INT.
AM PK
2/79
2000 ADT
2.000 AM PK HR
(2.000) PM PK HR


(650)
1480
12,600
13,000
650
(1540)
(730)
1420
13,300
11,400
590
(1320)
8,200 380 (320)
22,500
1600
(2240)
46800
55000
5440
(4300)
55,000
4020
(5420)
1700 (100)
170
11,100
640 (980)
(310)
440 5,100
1080 (1300)
16,200
13,900
1180
(1200)
(330)
210
4100
43,900
I-5
(3390)
11,100 1010
(920)
420 (1040)
8,600
4,000
170 (400)
4,000
380 (150)
(3360)
3620
39,700
39300
3340
(3540)
1.7
7.9
13.3
3.0
11.4
1.6
2.4
4.1
10.5
1.6
13.9
2000 ADT
2.000 AM PK HR
(2.000) PM PK HR
I-5

(2)

OREGON STATE HIGHWAY DIVISION
PLANNING SECTION
INTERSECTION CAPACITY ANALYSIS

3/10, 19 79

PROJECT Union - Swift Int

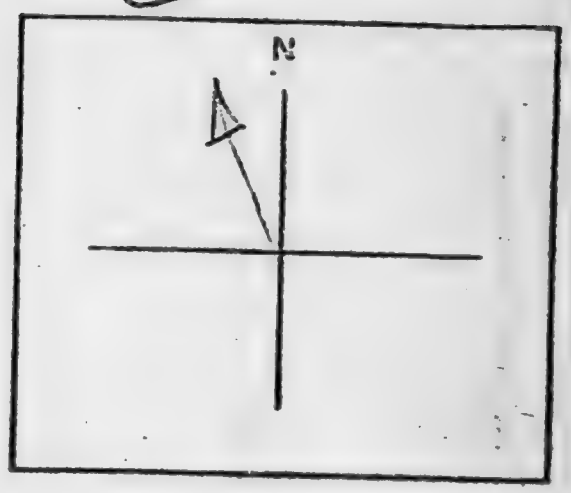
INTERSECTION Swift Ave - I-5 SB off Ramp

CITY 1994 PK HR Vol.

BASIC CONDITIONS:

METRO POPULATION 1 M M.P. PHF

AREA (Circle One): CBD (FRINGE) OBD RESID. RURAL



	PHASE 1	PHASE 2	PHASE 3	PHASE
	680(900) 360 490(1070) Free 0.17	120(120)	1070 (490) negl.	
AM	G/C= 0.28	G/C= 0.15	G/C= 0.56	G/C=
PM	G/C= 0.40	G/C= 0.15	G/C= 0.27	G/C=

SUMMARY

TOTAL G/C REQ'D.	LEVEL OF SERVICE
0.83	C
0.82	C

APPROACH _____ T= 5 % R= 0 % L= 0 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
1&2	E-W	24	4	0.28	0.15				680	360 300	
1	W-E	24	4	0.17	0.40				490	1070	

APPROACH _____ T= 5 % R= 0 % L= 100 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
2	E-S	12	18B	0.15	0.15				120	120	

APPROACH _____ T= 5 % R= 0 % L= 100 % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †
3	S-W	24	22&18B	0.56	0.27				1070	490	
	W-S		Free flow						360	600	

APPROACH _____ T= % R= % L= % BUS STOP _____

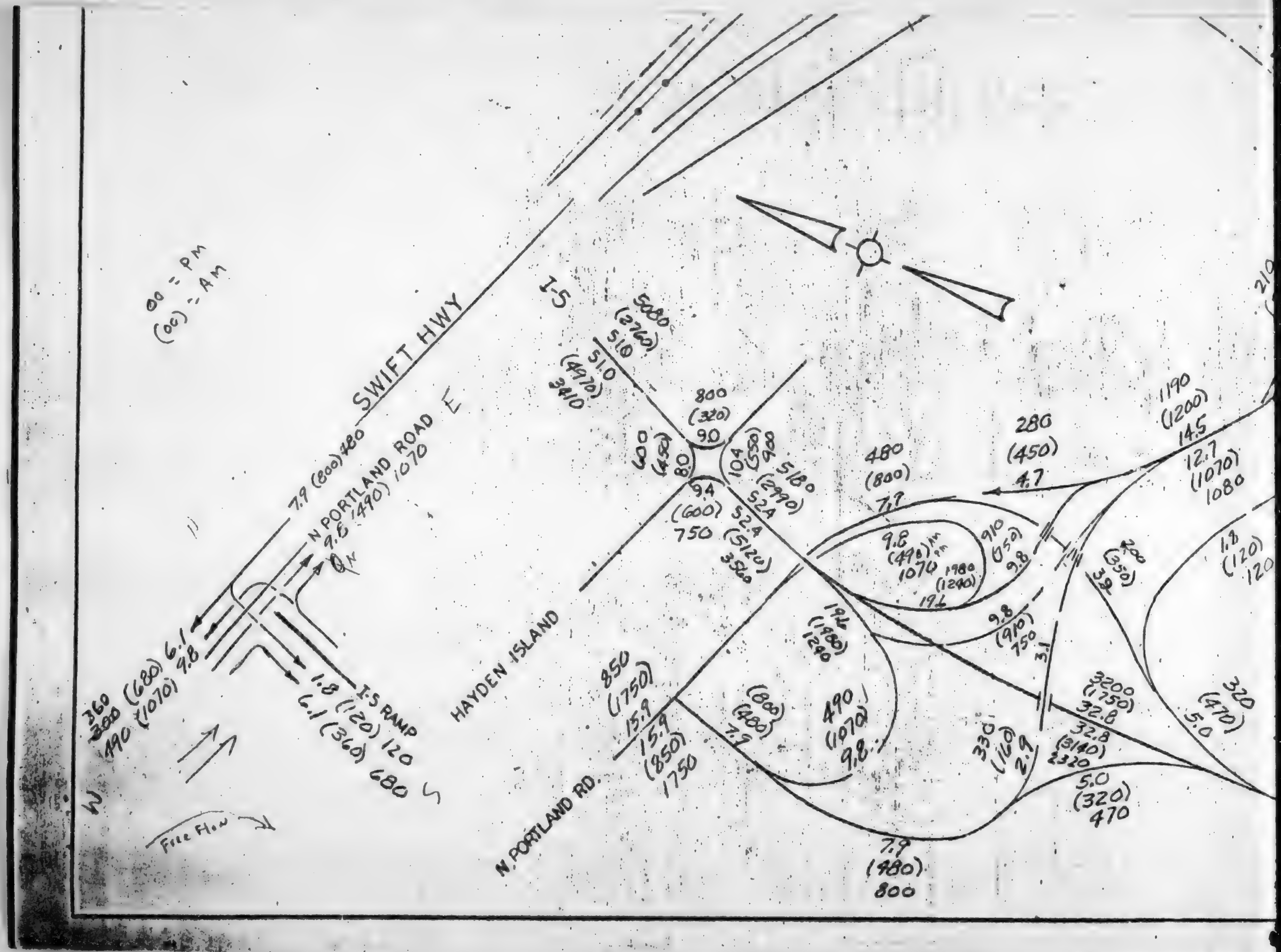
PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS †

*Does Pedestrian Timing Control? ... If "Yes", See Attached Sheet For Computations.

†Turn Lane Lengths – D_2, D_3; Trucks – T_2, T_3; Widened Approach Lengths – D_a, D_b, Etc.

By _____

Checked _____


00 = PM
(00) = AM
SWIFT HWY
I-5
N PORTLAND ROAD
7.9 (800) 480
9.8 (1490) 1070
HAYDEN ISLAND
N. PORTLAND RD.
I-5 RAMP
Free Flow
5080 (2740) 51.0 (4970) 3410
800 (320) 90
600 (450) 80
104 (550) 400
5180 (2990) 52.4
9.4 (600) 750
52.4 (5120) 3560
480 (800) 7.9
280 (450) 4.7
1190 (1200) 14.5
12.7 (1070) 1080
9.8 (490) AM 1070
9.8 (1490) PM 1980
910 (650) 9.8
200 (350) 3.9
1.8 (120) 120
9.8 (910) 750
3.1
194 (1980) 1290
850 (1750) 15.9
15.9 (850) 1750
(800) (480) 7.9
490 (1070) 9.8
330 (160) 2.9
3200 (1750) 32.8
32.8 (3140) 2320
320 (470) 5.0
5.0 (320) 470
7.9 (480) 800
360
300 (680) 6.1
490 (1070) 9.8
1.8 (120) 120
6.1 (360) 680

SWIFT HWY

I-5

N PORTLAND ROAD

7.9 (800) 780
9.8 (490) 1070

1.8 (120) 120
6.1 (340) 680

I-5 RAMP

HAYDEN ISLAND

N. PORTLAND RD.

5080 (2760) 510
510 (4970) 3410
800 (320) 90
60 (450) 80
104 (550) 900
5180 (2990) 524
94 (600) 750
524 (5120) 3580
480 (800) 7.9
9.8 (490) 1070
1980 (1240) 19L
910 (650) 9.8
9.8 (910) 750
3.1
19L (1980) 1240
850 (1750) 15.9
15.9 (850) 1750
800 (480) 7.9
490 (1070) 9.8
7.9 (480) 800
330 (160) 2.9
280 (450) 4.7
1190 (1200) 14.5
12.7 (1070) 1080
210 (200) 2.1
2.1 (210) 200
980 (1000) 11.8
11.8 (980) 1000
MARINE DR.
UNION AVE
UNION
200 (350) 3.9
1.8 (120) 120
3200 (1750) 32.8
32.8 (3140) 2320
320 (470) 5.0
5.0 (320) 470
3520 (2220) 37.8
37.8 (3460) 2770
I-5

1994
00
100
00

OBJECTIVES

Jantzen Beach/Delta Park Interchanges

I-5

I Design to provide for safe and efficient movement of through traffic

A. Primary consideration shall be given to the movement of through, inter-regional traffic

1. The Oregon Slough Bridge shall be designed to accommodate eight lanes, inclusive of auxiliary lanes to facilitate weaving and merging for access and egress to and from the Denver/Swift interchange and Hayden Island interchange.

2. The Union/Swift and Hayden Island interchanges access ramps shall be designed recognizing the capacity limitations on I-5.

3. Ramp metering will be considered for all access ramps to I-5

4. Design of the Union/Swift interchange will be based upon the full development of Rivergate and adjacent industrial areas.

a. Particular attention will be given to design for truck movement

b. Maximum available turning radius will be provided on ramps

c. Maximum length, minimum adverse-grade acceleration lanes will be provided

d. Auto/truck conflicts will be minimized

B. The facility will be designed to improve safety

1. Traffic conflicts will be removed or reduced

2. Horizontal and vertical alignment of the freeway, ramps, and connecting roads will be designed to minimize hazardous conditions.

II Design to provide flexibility to accommodate future transportation improvements

Adequate width of structure shall be provided to accommodate a full range of future transit options.

III The design will reflect the need for convenient bus movement and operation

IV Bicycle/pedestrian movements will be provided between Hayden Island and Delta Park, and Union Avenue

V The Denver/Swift Interchange will be designed to provide for major truck access west to Marine Drive. The interchange will be designed to discourage both auto and truck access to Marine Drive east of I-5.

VI The section will be landscaped consistent with state, city and county standards and practices

KDL:ja
ODOT
3/29/78

626-1923
330

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTERCHANGE MEMO
Metropolitan Branch

RECEIVED
DOT OPERATIONS
MAR 26 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: F. B. KLABOE
Chief of Operations

DATE: March 7, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Jantzen Beach/Delta Park Interchanges
(Oregon Slough Bridge) I-5

The CRAG Board of Directors, the Multnomah County Commission, and the City of Portland have all endorsed and requested that ODOT move forward with a project to improve I-5 at the Oregon Slough Bridge. The project has been programmed in the new Six Year Program and started in METRO.

The scope of the project is now being questioned by Ed Hunter, Manager, Technical Services Branch. I briefly discussed the project with him on March 6. I have prepared a simple analysis defining the scope of the project. The objectives for the project have been established using a TAC. This has involved the city, the county, the state police, ODOT staff, etc.

The resolutions of the local jurisdictions, an analysis of the scope of the project, and the objectives of the project are attached, as well as a memo reflecting my discussions with Ed Hunter, for your review.

I request your approval to proceed with the project on the basis that the current, six-lane, interstate bridge on I-5 across the Columbia River is a given, and the remainder of I-5 to the south be designed toward that given.

I further request your approval to proceed with the project on the basis that we desire to (1) improve the current congestion on the Oregon Slough Bridge (requires an eight-lane bridge), correct the interchange alignment and grade deficiencies (requires reconstruction of the complete interchange), (3) design the interchange to accommodate the projected truck and traffic volumes due to the expansion of Rivergate, and (4) design the project to maximize the flexibility for the future (use maximum shoulder widths which would provide the opportunity of developing an additional transit lane in the future).

A recon estimate has provided a figure of $30 million for the above improvements.

ebg

attachment

MAR 23 1978

cc: E. S. Hunter
J. H. Versteeg
W. J. Hart
G. A. Potter
E. L. Hardt

PPS

FILE T/A

3-21

Please discuss

3-28 Bob

Hunter is authorizing you to proceed. Ted

RECEIVED
DOT OPERATIONS
MAR 17 '78
REFER TO Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: THE FILE

DATE: March 7, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Jantzen Beach/Delta Park Interchanges
(Oregon Slough Bridge) I-5

I reviewed the subject project with Ed Hunter and Hal Versteeg on March 6. Hunter advised he was holding up the RFP and, therefore, the development of the project pending a determination as to the direction of the project toward a solution to the existing bridge congestion and/or accidents on the bridge and interchange.

Hunter felt a reversible busway, an additional high-level bridge to the state of Washington, a minimum improvement, added auto lanes on the Minnesota Freeway, and ramp metering should be studied.

I advised Hunter I felt the department had held up an improvement to a serious congestion and accident area for the past five years and it was high time we got on with a correction. We should make the assumption that the Columbia River bridges on I-5 are a given and design the remainder of I-5 to the south to fit that constraint.

ODOT and METRO simply do not have the tools to address the other issues of bus lanes or some transit facility, an additional river crossing, or other system related improvements to I-5. ODOT does not have the systems planning responsibility in the CRAG region. The efforts in the region to come up with system answers on I-5 are at least two years or more away, with the current major emphasis going towards the south and west.

ebg

RECEIVED
DOT OPERATIONS
MAR 17 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

CRAG RESOLUTION

BD 770706

FOR THE PURPOSE OF RECOMMENDING THE STATE OF OREGON PROCEED WITH THE DESIGN OF THE OREGON SLOUGH BRIDGE ON I-5 AND DIRECT FURTHER CORRIDOR PLANNING BE UNDERTAKEN

WHEREAS, the Interstate Bridge Corridor Study (IBCS) recommendations for improving traffic flow between Portland and Vancouver have been approved by the CRAG Board; and

WHEREAS, the Oregon Slough Bridge on I-5 is currently a severe bottleneck to traffic movement and the IBCS recommendations require clarification for resolution of this problem to proceed; and

WHEREAS, the Oregon Slough Bridge must be replaced to safely and efficiently accommodate I-5 traffic regardless of whether or not provisions to accommodate a high occupancy vehicle (HOV) or exclusive transit facility are provided; and

WHEREAS, the timeframe to improve the Oregon Slough Bridge is approximately five years and further delay will tend to extend that timeframe; and

WHEREAS, it is possible to assure flexibility in the Bridge design now to accommodate HOV or exclusive transit facilities in the future without delaying project design and implementation by specifying Bridge design objectives; and

WHEREAS, the transportation systems planning program can resolve transportation operations characteristics for the I-5 Corridor prior to the completion of the Oregon Slough Bridge; now therefore be it

RESOLVED, that the Board of Directors recommends to the Oregon Department of Transportation (ODOT) that preliminary engineering on the Oregon Slough Bridge on I-5 proceed at once to assure early project implementation. The following objectives should be met in the design:

1. Through traffic is moved more efficiently.
2. Auxilliary lanes are added to account for merging and weaving.

3. Traffic safety is improved.

4. Flexibility is included to accommodate either HOV or exclusive transit facilities in the future

and be it further

RESOLVED, that the Transportation Systems Planning Program address the need, length and operational characteristics of a high occupancy vehicle or exclusive transit facility to serve I-5 North. The systems planning effort will be conducted by CRAG staff in conjunction with ODOT and Tri-Met.

By _____
Larry Rice, Executive Director

RB:ls
3:1-2

BEFORE THE BOARD OF COUNTY COMMISSIONERS

MULTNOMAH COUNTY, OREGON

In the Matter of the Interstate Bridge Corridor Project Final Report	)	RESOLUTION

WHEREAS, the Interstate Bridge Corridor Project was undertaken to study I-5 traffic problems and make recommendations for improved operations; and

WHEREAS, the Interstate Bridge Corridor Project Final Report, making six specific recommendations, was approved by the CRAG Board in February, 1976; and

WHEREAS, the Board of County Commissioners had adopted an amendment to the County's Comprehensive Plan as it affects Hayden Island to permit further development, which development will increase traffic from, to and on Hayden Island;

NOW THEREFORE, BE IT RESOLVED that the Board of County Commissioners supports the recommendations made in the Interstate Bridge Corridor Project Final Report; requests that the Highway Division of the Department of Transportation accelerate its Oregon Slough Bridge widening project from its now scheduled April, 1977, starting date to the Spring of 1976; and, further, requests that ramp metering of the Hayden Island northbound on-ramp be instituted during P.M. peak hours as traffic conditions warrant.

ADOPTED this [redacted] day of [redacted], 1976.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

By Donald E. Clark
Chairman

Adams
PDB 13

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

9 June 1976

MAR 10 1978
PDB - TSB
ODOT - METRO
PPS
FILE

Mr. Robert Bothman
Assistant Highway Engineer
Oregon Highway Division
5821 NE Glisan Street
Portland, Oregon

Dear Mr. Bothman:

The City of Portland submits the following comments, in response to your request, on the Highway Division's preliminary 6-year Highway Improvement Program for the period July 1, 1976 to June 30, 1982.

Under the Interstate Program, we note that no expenditures are programmed for I-505 until FY 1982. Our resolution of January 16, 1975, copy attached, urged the earliest possible action on right-of-way acquisition to relieve the burden of uncertainty on the affected private and public parties. It now appears that this action could begin not later than FY 1978. We ask that the right-of-way acquisition for I-505 be explicitly programmed as soon as possible.

We consider most important improvements to the interim connections to I-505. These are now very hazardous and congested. The street surfaces are inadequate for the heavy truck traffic which further aggravates the problem. We cannot wait for relief for the 9 or more years until the freeway is open. These interim improvements should be programmed as soon as possible.

We note that the last paving project for I-205 between NE Morris and SE Salmon is scheduled for FY 1981. We urge that I-205 south of the Banfield Freeway be connected to the Banfield as soon as possible. This is essential to relieve traffic pressure on the streets through southeast Portland and also to make better use of the sections already completed.

The widening of the ~~Columbia~~ Oregon Slough Bridge on I-5 is not programmed until FY 1982. This should be scheduled as soon as possible in this program to provide added

capacity on I-5 before I-205 is completed as recommended in the Interstate Bridge Corridor Report.

We note under the Priority Primary Program, the improvement of McLoughlin Boulevard south of the Multnomah County line is scheduled for FY 1978 and north of the county line in FY 1979. This sequence should be reversed and the section to the north undertaken first.

The Urban System Program should be revised to be consistent with the Columbia Region Association of Government's Transportation Improvement Program.

The project at 82nd and Powell Boulevard under Section 209 of Title II is shown as cancelled. This is not our understanding and the project should be listed correctly.

The Bicycle Path Program does not indicate adequate State concern for the City of Portland's needs. Only two Interstate projects are shown, and those are several years away. Portland is where the greatest concentration in the State, by far, of bicycles and bicycle path needs are. A significant portion of Bicycle Path funds allocated to the State, which must be obligated each fiscal year, should be programmed in the city. Specifically, as a minimum, we ask that the State construct the final link of the SW Terwilliger Bikeway between SW Taylors Ferry Road and SW Barbur Boulevard in FY 1977.

Very truly yours,

Neil Goldschmidt
Mayor

Connie McCready
Commissioner of Public Works

WSD:bn
Attachment a/s

RESOLUTION NO. 31516

WHEREAS, the Council of the City of Portland has recommended to the Oregon State Transportation Commission the "Long Yeon" corridor for an I-505 Interstate Freeway, and

WHEREAS, all significant issues in controversy regarding I-505 have been decided, and

WHEREAS, the Council has reviewed the Highway Division's proposed Six-Year Construction Program which delays the start of work on I-505 until 1979, and

WHEREAS, the delay in the acquisition of specific property for the freeway will cause great indecision and hardship for private parties and property owners and also for the City in its programs for the area. Now, therefore,

BE IT RESOLVED that the Council of the City of Portland requests the Oregon State Transportation Commission to proceed with the design, right-of-way acquisition and construction of I-505 as expeditiously as possible.

Adopted by the Council JAN 16 1975

Auditor of the City of Portland

Mayor Goldschmidt
AW:pjr
1/7/75

PROJECT ANALYSIS

Jantzen Beach/Delta Park Interchanges

I-5

The CRAG resolution attached lists four specific points to be considered for this project; (1) provide for a more efficient through-traffic movement, (2) add auxilliary lanes to reduce the impact of weaving and merging movements, (3) improve traffic safety, and (4) provide design flexibility to accommodate a future high-occupancy-vehicle lane or transit facility.

The objectives for the project consist primarily of these same principals and have been adopted by the advisory committee.

Existing Conditions

This project is for a sub-standard section of Interstate 5 Highway between two recently upgraded roadbeds to the north and south. This section has many inherent problems and past attempts to correct the deficiencies have been set aside due to the cost of the resulting design.

The slough bridges are one of the prime considerations for this project. The northbound structure, constructed in 1915, has the main girder system designed to streetcar-loading specifications with subsequent widening with a cantilever system. The southbound structure, constructed in 1955, was designed for standard highway loading. Additional widening of either structure is not considered feasible without additional column support and girder systems.

Alignment

The southerly end of both structures has substandard, horizontal alignment, vertical alignment, and super-elevation. Southbound contains a 9.2^{0} curve and northbound a 12.11^{0} curve. The northbound alignment originally connected to Union Avenue with a 13^{0} curve. The southbound vertical alignment changes from a plus grade of 0.2% to a minus grade of 5.2% for algebraic differences of 5.4%, with a 170-foot vertical curve for transition. This produces a situation which is very uncomfortable to drive. A tractor-trailer combination may actually be airborne when traversing this section. The super elevation, checked about three years ago, is practically non-existant in the critical areas. The maintenance forces have not been able to correct this situation due to physical restraints. Several truck accidents have occurred that could be related to the combination of existing bridge deck and vertical and horizontal alignments.

Interchange Ramping

The southbound I-5 to westbound Marine Drive ramp has a substandard acceleration lane and substandard ramp curvature. Southbound I-5 to eastbound Marine

Drive ramp is a freeway drop lane at minimum standards. The width of this structure crossing the freeway is narrow. The eastbound Swift Highway traffic also crosses the freeway on a structure with a restricted opening. All traffic on Swift Highway/Marine Drive desiring to go south on the freeway has to pass through a ramp intersection westerly of the freeway. The on-ramp is constructed within tolerable limits.

The movement to enter the Union Avenue ramp northbound is confusing due to the fact that traffic must use the left lane on Union to enter the ramp to go right to Vancouver. Also, this ramp has to merge with the Swift Highway to Vancouver movement prior to entering the freeway. The ramp then enters the freeway on substandard alighment. The Swift Highway on-ramp north is constructed to substandard horizontal alignment. Several accidents have occurred where trucks have rolled over as they enter I-5 northbound.

Proposed Corrective Action

The widening replacement of the slough structures is the principal thrust of the project. The correction of the horizontal alignment is essential to the safety of the section. A 3^{0} curve is the interstate desirable standard for 70 m.p.h. design. Assuming a 3^{0} curvature, the structure ends are shifted to the east, with a resulting change and reconstruction of approximately one quarter span--the southerly span. The development of adequate super elevation and correction of the substandard vertical alignment requires complete reconstruction of the southerly end. The existing structure widths are minimum for a six-lane section,and additional columns and girder system are necessary for widening. The need for additional auxiliary lanes for weaving and the need to provide for future high-occupancy-vehicle or transit lanes, coupled with the age and condition of the existing structures, leads to the conclusion that both structures must be replaced. **The cost to replace the slough bridge is estimated at $19 million.**

Once the decision to rebuild the bridge and correct the alignment is made, there are effects upon the Union/Swift interchange. The lateral movement of the structures dictated by the substandard alignment has a detrimental effect on the northbound on-ramps. The easterly shift decreases the available area for the Swift Highway loop ramp. As pointed out before, this ramp is already substandard for horizontal alignment. Any attempt to correct the mainline vertical alignment would have an adverse effect on the ramp grades. The Union Avenue on-ramp would also be of a lower standard. Since these ramps are a major point of conflict as they now exist, it is prudent to find alternative methods of handling this traffic.

The two freeway undercrossing structures which carry traffic to Union Avenue were constructed to fit a minimum roadbed section. Retaining these structures, or rather the cost of removing and replacing them, has delayed correction of this section for sometime. To provide for the resolutions by CRAG, it is necessary to develop additional cross-sectional area through these structures. Therefore, these structures must be lengthened or removed and replaced. Since lengthening is not practical due to the design as well as traffic handling problems, it appears prudent to remove and replace these two structures.

Another point of conflict exists where Marine Drive enters Union Avenue and the routing of Union Avenue traffic to Vancouver and to the Swift Highway. Replacement of the two freeway undercrossing structures would allow for the direct connection of Union Avenue and the Swift Highway with a single structure. Two signalized intersections would be required; one at the Marine Drive/Union Avenue intersection, and one at the ramp intersection point westerly of the freeway. This also provides for the separation of the Union Avenue and Swift Avenue connections to I-5 northbound.

The additional width of the slough structures would ease the weave/merge movement which causes severe conflict in the existing traffic pattern.

Replacement of the two undercrossing structures also provides the opportunity to correct the northbound weave/merge move caused by the Delta Park ramps.

The total cost of the interchange revisions is estimated at $7 million, plus right-of-way. Right-of-way cost could add as much as $1 million.

ODOT
KDL/ebg
3/9/78

OBJECTIVES

Jantzen Beach/Delta Park Interchanges

I-5

I **Design to provide for safe and efficient movement of through traffic.**

A. Primary consideration shall be given to the movement of through, inter-regional traffic

1. The Oregon Slough Bridge shall be designed to accommodate eight lanes, inclusive of auxiliary lanes to facilitate weaving and merging for access and egress to and from the Denver/Swift interchange and Hayden Island interchange.

2. The Denver/Swift and Hayden Island interchanges access ramps shall be designed recognizing the capacity limitations on I-5.

3. Ramp metering will be considered for all access ramps to I-5

4. Design will be based upon the full development of Rivergate and adjacent industrial areas.

a. Particular attention will be given to design for truck movement

b. Maximum available turning radius will be provided on ramps

c. Maximum length, minimum adverse-grade acceleration lanes will be provided

d. Auto/truck conflicts will be minimized

B. The facility will be designed to improve safety

1. Traffic conflicts will be removed or reduced

2. Horizontal and vertical alignment of the freeway, ramps, and connecting roads will be designed to minimize hazardous conditions.

II **Design to provide flexibility to accommodate future transportation improvements.**

Adequate width of structure shall be provided to accommodate a full range of future transit options.

III The design will reflect the need for convenient bus movement and operation

IV Bicycle/pedestrian movements will be provided between Hayden Island and Delta Park, and Union Avenue where possible.

V The Denver/Swift Interchange will be designed to provide for major truck access west on Marine Drive. The interchange will be designed to discourage both auto and truck access to Marine Drive east of I-5.

ODOT
KDL/eba
3/16/78

9703
2-22-78

I-5 High Level Freeway Structure
4 Lane (34' Width)

File – Jantzen Beach – Delta Park Interchange I-5

Main Structure	95,000,000 —
Other Freeway Structures	4,000,000 —
Denver & Union Ramp Structures	12,000,000 —
Roadwork	3,000,000 —
Total	114,000,000 —

Oregon Side of River

Main Structure	59,000,000 —
Other Freeway Structures	4,000,000 —
Denver & Union Ramp Structures	12,000,000 —
Roadwork	2,000,000 —
Total	77,000,000 —

Washington Side of River

Main Structure	36,000,000 —
Roadwork	1,000,000 —
Total	37,000,000 —

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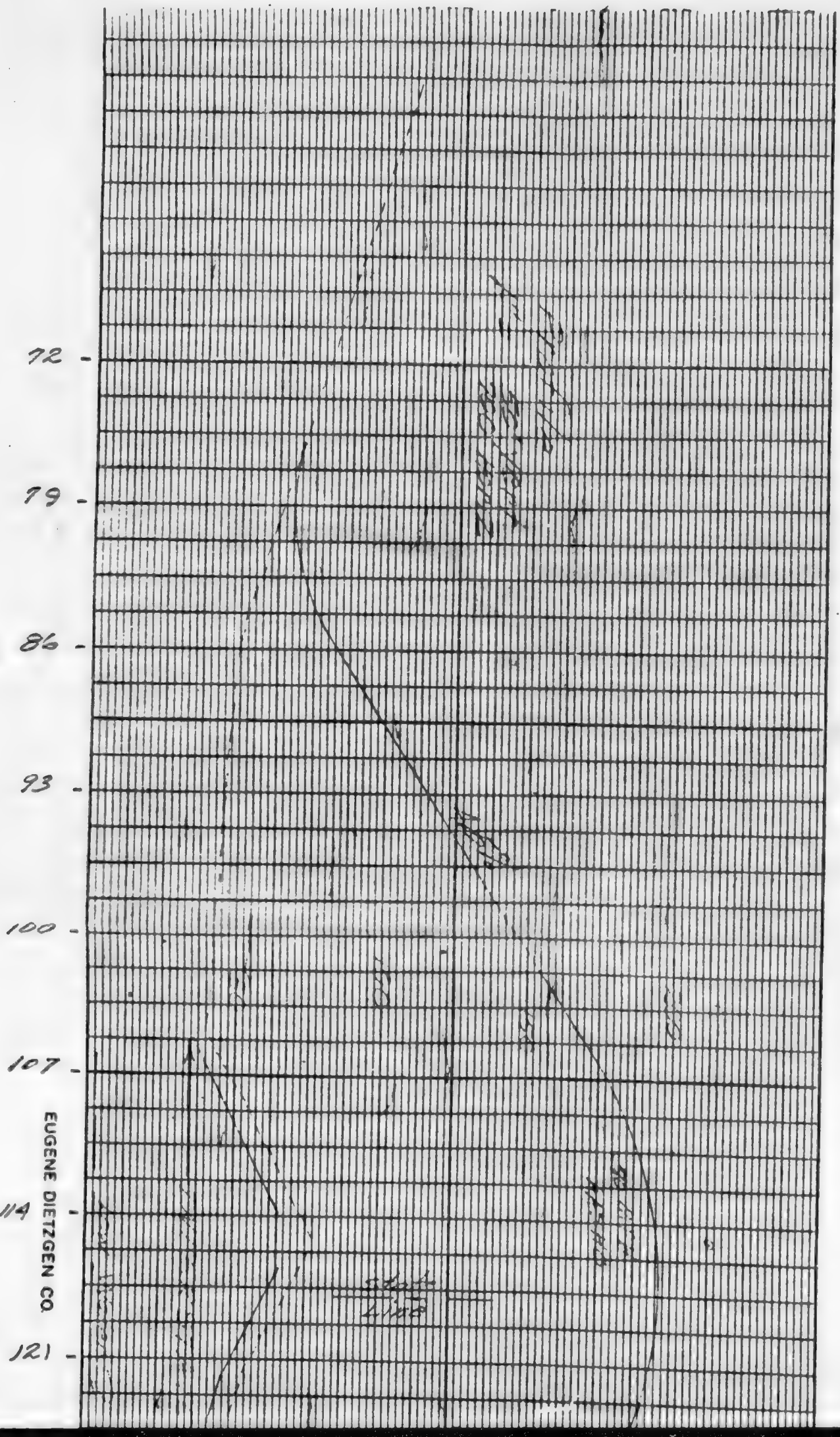
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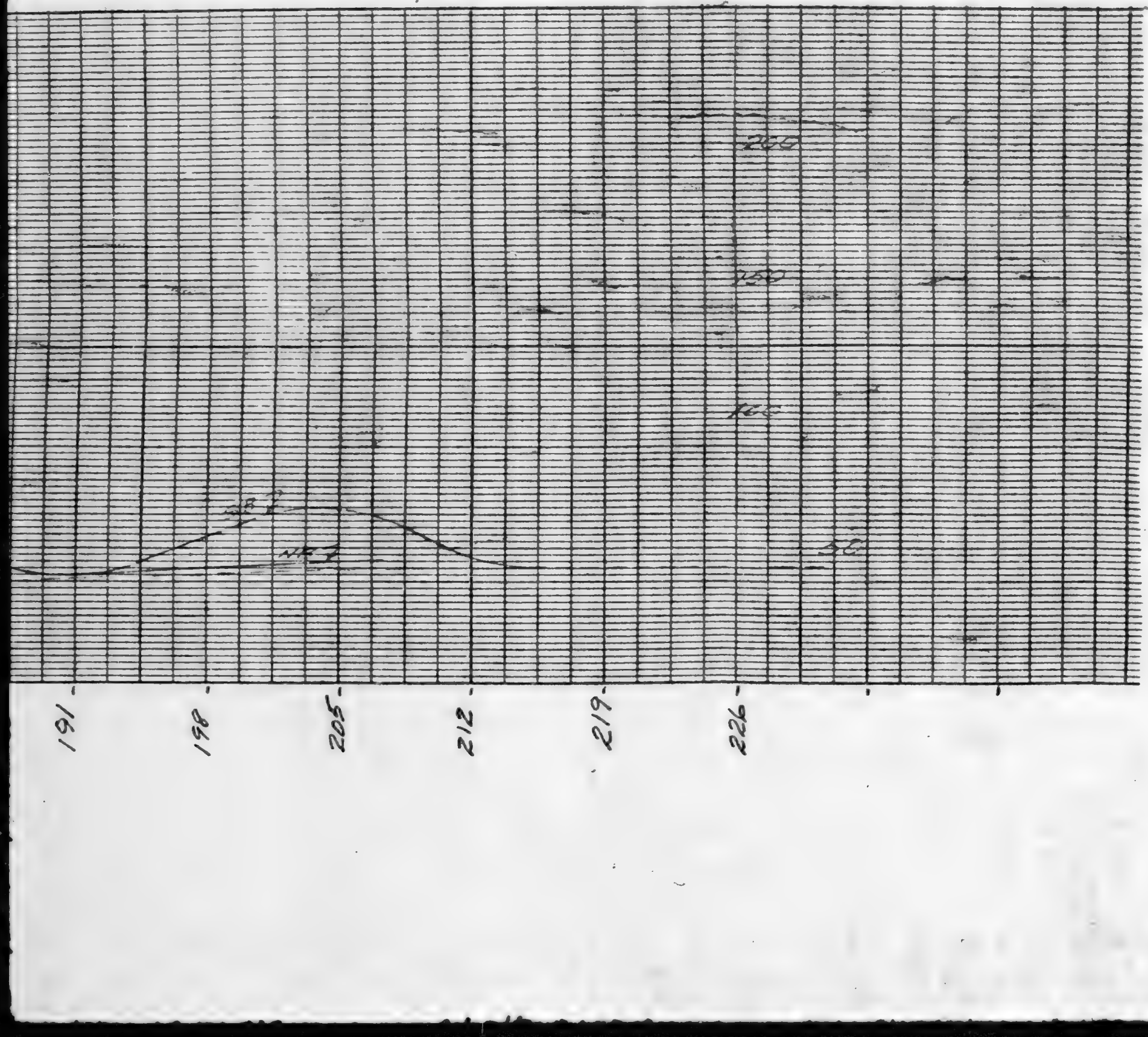

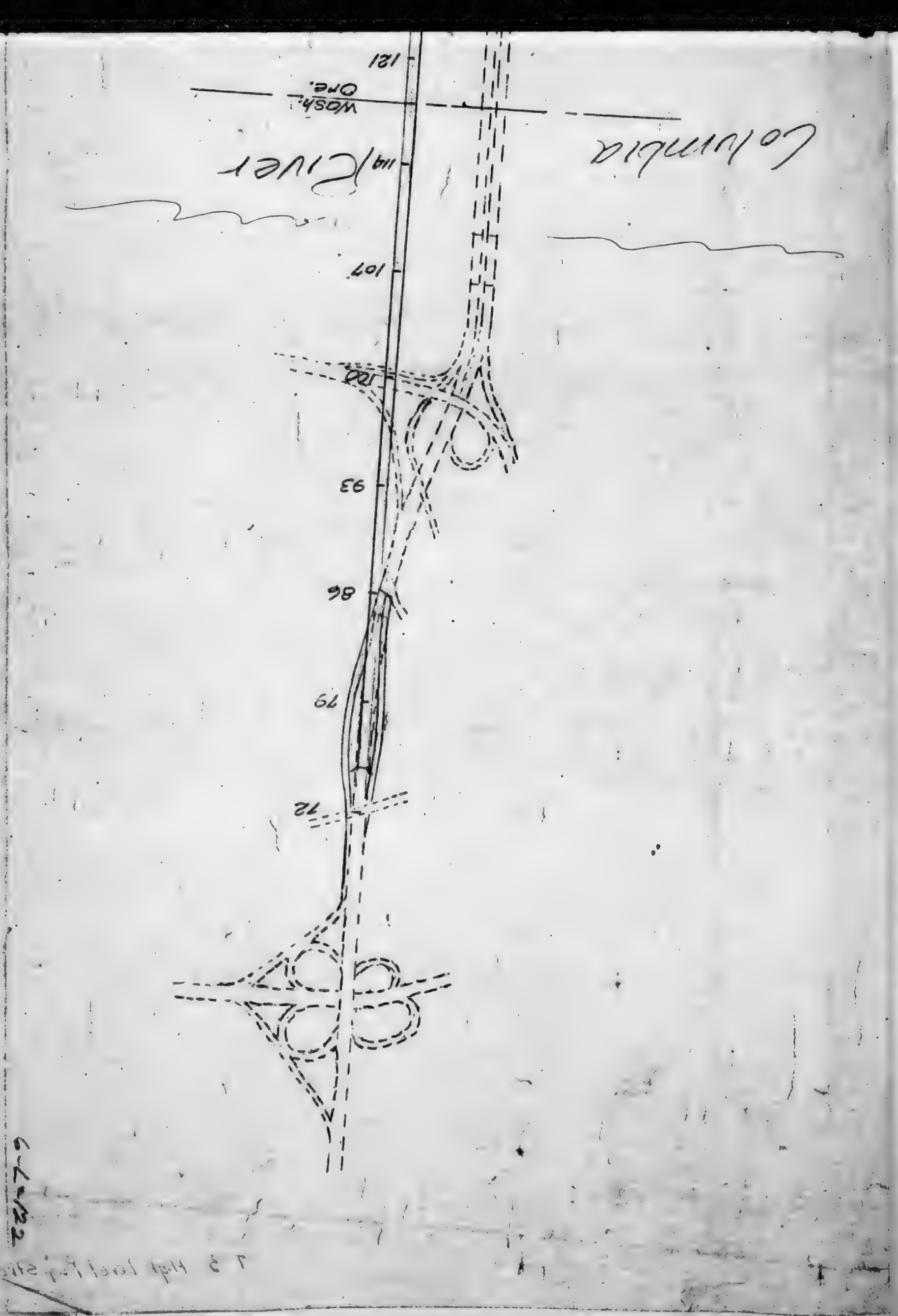
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Columbia River

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170

184

191

198

N. Portland Harbor

Union Ave

Scale 1" = 2

6-7-12-9

Union Ave

I-5

228

6/2 NB

SB

212

205

6/2

191

184

Denver Ave.

scale 1"=700'

Does not incl. R/W

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: February 8, 1978

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Interstate Program

The USDOT administration is proposing to speed up the Interstate Program with September 30, 1982, the final date for EIS approval and September 30, 1986, the final date for construction to have begun. We have two very substandard sections (N. Tigard-S. Tigard Section and Jantzen Beach Section) that should be accelerated so that we meet the deadlines enumerated above.

RECEIVED
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LOCATION SECTION

FBK:srb

cc: Bob Bothman

2-8-78

Frank

Please give me time bar graphs on these 2 projects by Feb 20th

Ed.

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3-10-78
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NOTED
W. N. HACKLEMAN

REFERRED TO
By Location Engineer

STATE OF OREG[illegible] INTERO[illegible]CE MEMO

TO: The Files

DATE: January 24, 1978

FROM: K.D. Limbocker
Metro Design Engineer

SUBJECT: Jantzen Beach-Delta Park Interchange
Minutes of Meeting
January 19, 1978

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NOTED
E. S. HUNTER

MINUTES OF MEETING

The meeting was opened by Don Adams, Manager, Project Development Section of ODOT.

A brief history of the project was given showing that the project has been studied intermitently for the past eight to nine years but that each effort to date had started as a minor improvement and then grown to a project that could not be financed and therefore was dropped.

The restraints of the project were pointed out. The work area will concentrate on the construction of an eight-lane bridge across the slough and the necessary corrections at either end to make it functional. Corrections beyond this scope will require solid justification.

The resolutions and studies which have been completed were addressed. The CRAG Resolution containing four main objectives was reviewed. A suggestion that each agency and business represented on the committee prepare a list of individual concerns and objectives for the project. This was adopted by the committee and a 10-day period was given for transmitting the responses to K.D. Limbocker, 5821 N.E. Glisan St. , Portland 97213.

Financing was discussed. This is a Federal Aid Interstate project. The current 6-year plan shows $6 million to be expended in Fiscal Year 1980. The adopted Interstate Needs Report shows $20 million for this section. The financing available will depend what improvements can be justified.

Rough scheduling indicates that construction could not begin until 1982. A consulting firm will be utilized for the environmental impact report which should be completed in April of 1980.

A telephone request will be made, to those members not present, for a listing of their concerns regarding the project. New members will be requested from Clark County and/or Vancouver and Tri-met.

The next meeting is scheduled for Feb. 16, 1978 at 1:30 PM, The meeting place is the Large Conference Room, Metro Section, ODOT, 5821 N.E. Glisan, Portland.

js

cc: Members of Committee
Wayne Schulte
Vern Butzer

4105

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

1-5 N

TO: ID TEAM NO. 2

DATE: December 9, 11, 1977

FROM: KEN D. LIMBOCKER
Design Engineer

SUBJECT: Jantzen Beach-Delta Park Interchange
I-5

Definition as to the scope of work to be undertaken on this project needs to be established as soon as possible. This is a perennial project which has undergone development several times starting with a minimal approval and then gradually expanding until it was priced out of being.

All construction to date has been on a piecemeal basis which failed to deal with basic problem which is a poor basic design.

I need to know the following:

1. Limitation as to funding

2. Feasibility of replacing the two existing undercrossing structures

3. Data required by environmental section to start their evaluation

4. Data needed by traffic to update the traffic projections

To this end I would like to schedule a meeting for Wednesday, December 14, 1977 at 1:30 p.m. The meeting is to be held in the large conference room.

ja
cc: A. D. Olson

Rec'd 12/14/77
ADO.

discussed w/ KDL by phone prior to meeting. Indicated concern to solve traffic problem at northbound on-ramp from Hayden Island before getting deeply involved in design problems in other areas.
ADO.

1 Versteeg ✓
Christensen
George
2 Olson ADO.
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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81-125-1307

STATE OF OREGON

METROPOLITAN SECTION

INTEROFFICE MEMO

TO: E.S. Hunter
Technical Services Engineer

DATE: November 28, 1977

FROM: R.N. Bothman
Metropolitan Administrator

NOTED
E. S. HUNTER

SUBJECT: Oregon Slough Bridge
Jantzen Beach-Delta Park

The attached 14 Nov. 1977 letter to you from Gerald Wimer did not have the complete assessment package appended. An addendum was prepared for the March, 1975 assessment which reclassified the project to a Category 2, Major Significant Action, requiring a draft and final EIS. This addendum, which I have attached, is the actual basis for the recent FHWA concurrence.

js

cc: J.B. Boyd (3)
L.E. George
W.J. Hart
C.T. Keasey
J.H. Versteeg (4)
F.E. Terpin (3)
G.A. Potter (2)
George Bell
R.E. Royer
Sufacing Design - Lab Bldg.
Region Metro - R.N. Bothman
District 2: W.W. Geibel
Region 1 Geologist: Dan Gano
B.L. Gifford
District 1 - Ed Hardt

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81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

626-1923
220

TO: E. S. Hunter
Technical Services Engineer

DATE: November 14, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Oregon Slough Bridge
Jantzen Beach Int.-Pacific
Highway E. Overcrossing

MA PDM PDE TSE SPC
ODOT - METRO

NOV 25 1977

PPS FILE T/A

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 2 project of Major Significant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region Metro R. N. Bothman
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford
District 1 - Ed Hardt

APPROVED
E.S.H.
DEPUTY STATE HIGHWAY ENGINEER
Date 11-16-77

81-125-1387

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 1, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project No. I-5-6(-)308
Oregon Slough Bridge
Pacific Bridge
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

NOTED
E. S. HUNTER

I concur in your re-classification of this project as requested in Mr. Wimer's October 20, 1977,letter. The "Major-Significant" classification calls for a Draft and Final EIS.

William A. Kappen
For G. L. Green

cc:
ODOT (Potter, Env Sec)
OSHD (Reg Metro, Kaiser)

cf - Marketing
Veisley
Hart
11-4-77

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Jones
FOR

CATEGORY 2 PROJECT

MAJOR - SIG.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 25, 1975

A. PROJECT IDENTIFICATION I-5-6(—)308

Name of Project Jantzen Beach Interchange-Pacific Hwy. East U'xing (Oregon Slough Br.)
(Section)

Location of Project Pacific Highway (Highway Name) I-5 (Highway No., US - ORE)

Portland (City) Multnomah (County) METRO (Region)

Program FAI (Funding) $3,500,000 (Estimated Cost) 626-1923-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To promote safety by correcting a condition of poor grade and alignment at the south approach, reconstructing the bridge deck and adding a walkway on the upstream side.

Origin and History: Overall interstate safety program and bridge maintenance. The piers have been subject to severe erosion of the streambed which will be corrected with the proposed plan.

C. DESCRIPTION OF PROJECT

Length 2,000'+

Termini Jantzen Beach Interchange to Union Denver Interchange

Alignment ☐ New ☐ Existing ☒ XX Combined

CATEGORY PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) On the Oregon mainland it will be necessary to secure a temporary construction easement for detour structure.

Typical Section Six lanes with median divider, bikeway and walk on separate structure on upstream side.

Structures One slough bridge and bikeway.

Characteristics (ADT) 100,000+ at times (See attachment page 4A).

Other General Information (or Supplemental information to items) The proposed new walk and bikeway will require companion piers placed upstream from each existing pier. These will be conventional pier construction with piling and reinforced concrete. (See attached description of related work page 4A).

Project Sketch Map is Attached: ☐ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

See Attachment on page 2A.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [XX] Not Required ☐ Required ☐ Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [XX] Not Required ☐ Required

Two alternate plans were studied and rejected because of cost relative to need. One design featured a separate structure on the downstream side as a collector-distributor. This provided more capacity than exists on the Interstate bridge immediately north of the current project.

The other plan would have rebuilt the Oregon Slough structure from the ground up, adding more lanes in the process. The limited capacity of the Interstate Bridge also made this plan inappropriate.

The current plan will not add more lane capacity but will improve safety without excessive cost.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The Oregon Sloygh is a waterway separating Tomahawk and Hayden Islands from the Oregon shore. The banks are reasonably stable, but the bed of the stream is fine sand, that is almost constantly in motion. The native life forms are diverse but are common to most of the backwaters and minor flowing waterways of the region. The water seldom harbors salmonid or other anadromous species, but does contain some warm water and non-game fish and related food organisms. An area of the channel downstream from the bridge location has been mined for sand. The downstream entrance channel is maintained by the U.S. Corps of Engineers.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The principal use of the waterway is to harbor large numbers of sport craft and some commercial vessels particularly fishing boats and tugs. Some larger craft do use the slough from the mouth up to the bridge. The fixed span and lack of clearance prevent further travel upstream. Boat houses and marines are found adjacent to the bridge along both the mainland and island shores. Recreational use of the water is almost exclusively boating. The bridge carries utility lines for gas, water and telephone.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None, see page 2.

Consequences:

2. Estimated Changes in Traffic Patterns:

See attachment page 4A.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Temporary disruption of streambed during pier placement and riprap work.

Consequences:

Some readjustment of aquatic life until streambed equilibrium is restored.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

Because of the large volume of daily traffic it will be necessary to provide adequate temporary roadway capacity at all times. This will vary from side to side as the work progresses and will include a three lane temporary detour structure on the upstream side for north bound traffic. This structure will require a construction easement from the adjoining property which consists of a boat sales room, dry and wet storage areas and a marine railway launching facility. The roadway structure is designed to avoid any serious impact on the marina.

In addition to the bridge work there will be necessary revisions to the ramps on the west side of the Union-Denver Interchange. That work will include removal of the substandard off ramp south-to west leading to Swift Boulevard and realignment of other ramp connections. Serious traffic congestion occurs in the vicinity of this project at least twice daily and can result in complete immobility for as long as four hours including large areas in downtown Vancouver.

It is anticipated that the construction work will have some effect in slowing down the normal flow but the amount or frequency would be difficult to predict.

Any change in existing traffic patterns will be only for the duration of the work and all existing movements will be restored on completion of the project. All of the roadwork will fall on existing right-of-way.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Traffic maintenance and control during construction. This will cause temporary travel time delays and possible air quality degradation.

7. Potential for Controversial Issues:

None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other Assessment

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 1, 1977

In reply refer to: HA.6-OR

SUBJECT: Oregon Project No. I-5-6(-)308
Oregon Slough Bridge
Pacific Bridge
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

I concur in your re-classification of this project as requested in Mr. Wimer's October 20, 1977,letter. The "Major-Significant" classification calls for a Draft and Final EIS.

William A. Kappus
for G. L. Green

cc:
ODOT (Potter, Env Sec)
OSHD (Reg Metro, Kaiser)

Verstoeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

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ENGINEERING SECTION

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FOR

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 19, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Oregon Slough Bridge
Jantzen Beach Int.-Pacific
Highway E. Overcrossing

TO: D. H. Moehring
Program Management Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

The project to address significant traffic and structural problems involving the Oregon Slough Bridge is being re-submitted. In re-evaluation of the March, 1975 Environmental Assessment (Jantzen Beach Interchange-Pacific Highway East Overcrossing) the following amendments or additional information is submitted.

A) The new project termini will extend from the Jantzen Beach Interchange to Pacific Highway West Undercrossing.

B) The project will consist of configuration improvements to the Swift/Union and Pacific Highway West Interchanges, realignment of the southern bridge approach, and reconstruction of the Slough Bridge. The bridge would be widened from six lanes to eight, with sufficient additional space to provide the option of eventually incorporating an HOV lane or other transit solutions.

C) The proposed improvement may have a significant impact on the type and extent of development on Hayden and Tomahawk Islands. This, in turn, may have significant Indirect Source Implications if the traffic flow benefits gained by widening the bridge are absorbed by increased local traffic generation rather than improving the through traffic movement as intended by the project.

D) Probable involvement with Delta Park may require the preparation of a 4(f) Statement.

E) The bridge replacement will require extensive in-water work and the construction of a temporary 3-lane facility to enable stage construction. Appropriate Coast Guard permits will be required.

The recommended action should be changed from Non-Significant to Significant requiring a draft and final EIS.

GAP:ss

cc: E. S. Hunter
R. N. Bothman
Jef Kaiser
Don Trout

MA PDM PDE TSE SPC
ODOT - METRO
OCT 20 1977

AM PPS FILE T/A

9903

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

November 22, 1976

RECEIVED
STATE HWY ENGR
DEC 6 '76
FILE:
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Columbia Slough Bridge to Oregon Slough Bridge section of I-5

TO: R. L. SCHROEDER
Asst'. State Highway Engineer

This memo is in response to L. E. George's report to you on the subject project, dated November 1.

I thoroughly endorse the conclusions of the study in that "the primary need is for more capacity in the form of added lanes. The existing ramps should be redesigned to eliminate the weave problems that exist between the Columbia Slough and the Jantzen Beach interchanges." I also endorse the finding that "the major problem is that the facility is over capacity during the peak hours, and that the controlling factor of this is north of the study area." The study area in this case is between the Columbia Slough Bridge and the Oregon Slough Bridge.

I have had a considerable amount of work done on this project by Jack Sullivan, thoroughly analyzing the traffic in conjunction with the I-5 north corridor study. That information is also indicative of and supportive to Bud George's report.

Both reports indicate the same; the current congestion problem on I-5 could be relieved by adding additional lanes between the Denver Avenue on ramp northbound and the Jantzen Beach off ramp, also adding additional lanes between the Jantzen Beach on ramp southbound and the combined Union Avenue/ Swift Avenue off ramp. This also includes a redesign of the interchange at Union/Swift to alleviate this double off ramp southbound.

There are several other factors indicating substantial growth with the development of both Hayden and Tomahawk islands, with a major revision to the county's comprehensive plan approved for developers on those two islands contingent upon improvements to I-5 to further support the massive congestion that exists at this location every week night, resulting in frequent and continuing accidents there.

I believe, as I have expressed several times before, the Highway Division should actively proceed with this project to construction.

In the way of further information, both the city of Portland and Multnomah County endorse this project and succeeded in having it moved up in the Six Year Program.

The Interstate Bridge corridor project, handled by CRAG and chaired by Commissioner Granger of Clark County, indicated this improvement is needed to alleviate the traffic congestion and accident problems on I-5.

I recommend this project be advanced to project development and construction.

ebg

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NOV 23 1976
Office of
Assistant State Highway Engineer

cc: W. J. Hart

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

November 1, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Accident Study
Columbia Slough Bridge to Oregon Slough Bridge Section
M.P. 306.39 to M.P. 307.51
Pacific Highway
Multnomah County

Between January 1971 and July 1976, there have been more than 290 accidents on the Pacific Highway between the Columbia Slough Bridge (M.P. 306.39) and the Oregon Slough Bridge (M.P. 307.51) in Northern Portland. There have been no fatalities but there have been almost 200 people injured.

A review of the accident record reveals that there are several problem areas on the freeway. The major problem is that the facility is over-capacity during peak hours and that the controlling factor of this is north of the study area. This is suggested by three facts:

1. Sixty percent of all accidents are rear-end accidents.
2. Seventy percent of all accidents occur in the northbound lanes.
3. Thirty percent of all accidents occur between 4:00 p.m. and 6:00 p.m. (Eighty percent of these are rear-end.)

The accidents are spread throughout the section and in most cases, there is no apparent physical problem to cause them. The exceptions to this are the other problem areas and these are discussed below.

1. Denver Avenue On-Ramp (M.P. 307.08) to Union-Swift Off-Ramp (M.P. 307.12) Northbound.

   There is a concentration of accidents in this area caused by the short spacing between the ramps which creates an inadequate weave distance.

2. Union-Swift On-Ramp (M.P. 307.11) to Denver Avenue Off-Ramp (M.P. 307.01) Southbound.

   A similar problem exists here but the accident record is not as severe.

3. Union-Swift On-Ramp (M.P. 307.40) to Oregon Slough Bridge (M.P. 307.49) Northbound.

   The ramps from Union Avenue and the Swift Highway merge into a single lane and then this lane enters the freeway as an added lane. Northbound vehicles on the freeway heading for the Jantzen Beach Off-Ramp must merge into this added lane and these two conditions have caused a concentration of accidents around the ramp entrance.

NOTED
R. L. SCHROEDER

RECEIVED
NOV 2 1976
Office of
Assistant State Highway Engineer

4. Swift Highway Off-Ramp (M.P. 307.51) to Union Avenue Off-Ramp (M.P. 307.46) Southbound.

   There have been a number of accidents at the Union Avenue Off-Ramp most of which could be attributed to the proximity of the two ramps.

5. Union Avenue Off-Ramp (M.P. 307.46) Southbound.

   In the vicinity of this ramp, the roadway and structure make a curve to the left of greater than nine degrees. This has resulted in a concentration of fixed object and sideswipe accidents in this area.

There is little that can be done to reduce accidents on this section of the Pacific Highway without major revisions to the roadway and structures. The primary need is for more capacity in the form of added lanes. The existing ramps should also be redesigned to eliminate the weave problems that exist between the Columbia Slough and Jantzen Beach Interchange.

L. E. George
Traffic Engineer

SRW:ds

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy and I-5 Sb. Off
Highway Number I-5 Hwy 99 M.P. 307.51
Period Covered 1-1-71 7-31-76
Compiled by [illegible] Drawn by _____ Date 10-12-76

LEGEND

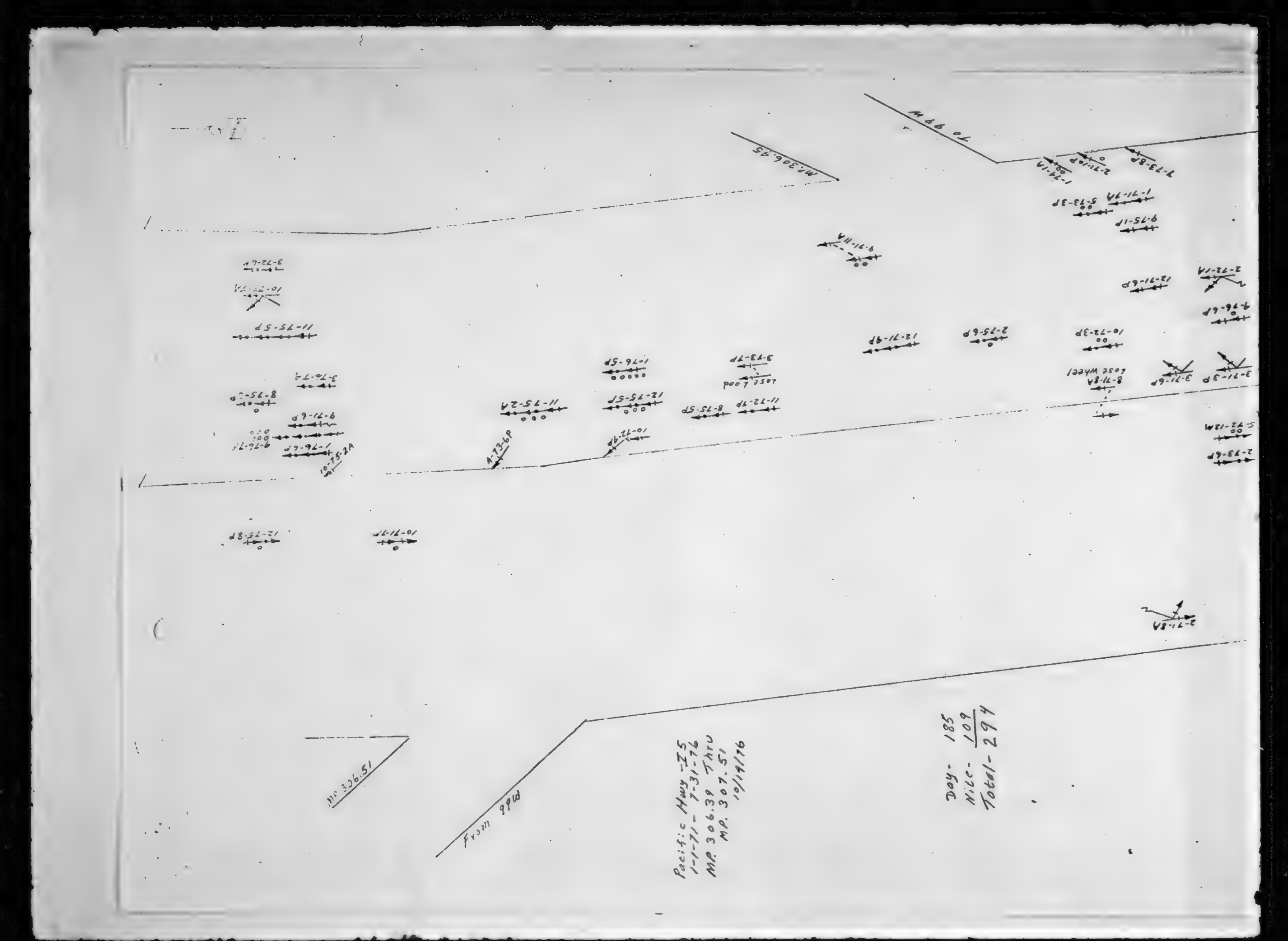
- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Comparable M.P 307.04

Period	Accident Rate	State Rate	ADT used
71-72	2.75	1.45	52,950
73-74	1.65	0.76	59,850
75	2.30	1.01	64,900
7 Mos. 76	2.03	–	68,000 (est.)
71 to 7 Mos. 76	2.14	1.08 (71-75)	60,200

Collision Type	1971-1972				1973-1974				1975				7 Mos. 1976				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		31	31	62		25	21	46		18	27	45		17	8	25		91	87	178
Sideswipe		2	19	21		3	6	9		1	6	7			2	2		6	33	39
Turning Movement		1	6	7			4	4							1	1		1	11	12
Parking																				
Non-collision			2	2		2		2						2		2		4	2	6
Fixed Object		9	15	24		9	9	18		4	5	9		2	1	3		24	30	54
Pedestrian																				
Backing			1	1															1	1
Misc.		1	1	2			2	2										1	3	4
TOTAL		44	75	119		39	42	81		23	38	61		21	12	33		127	167	294

Form E-261-6-70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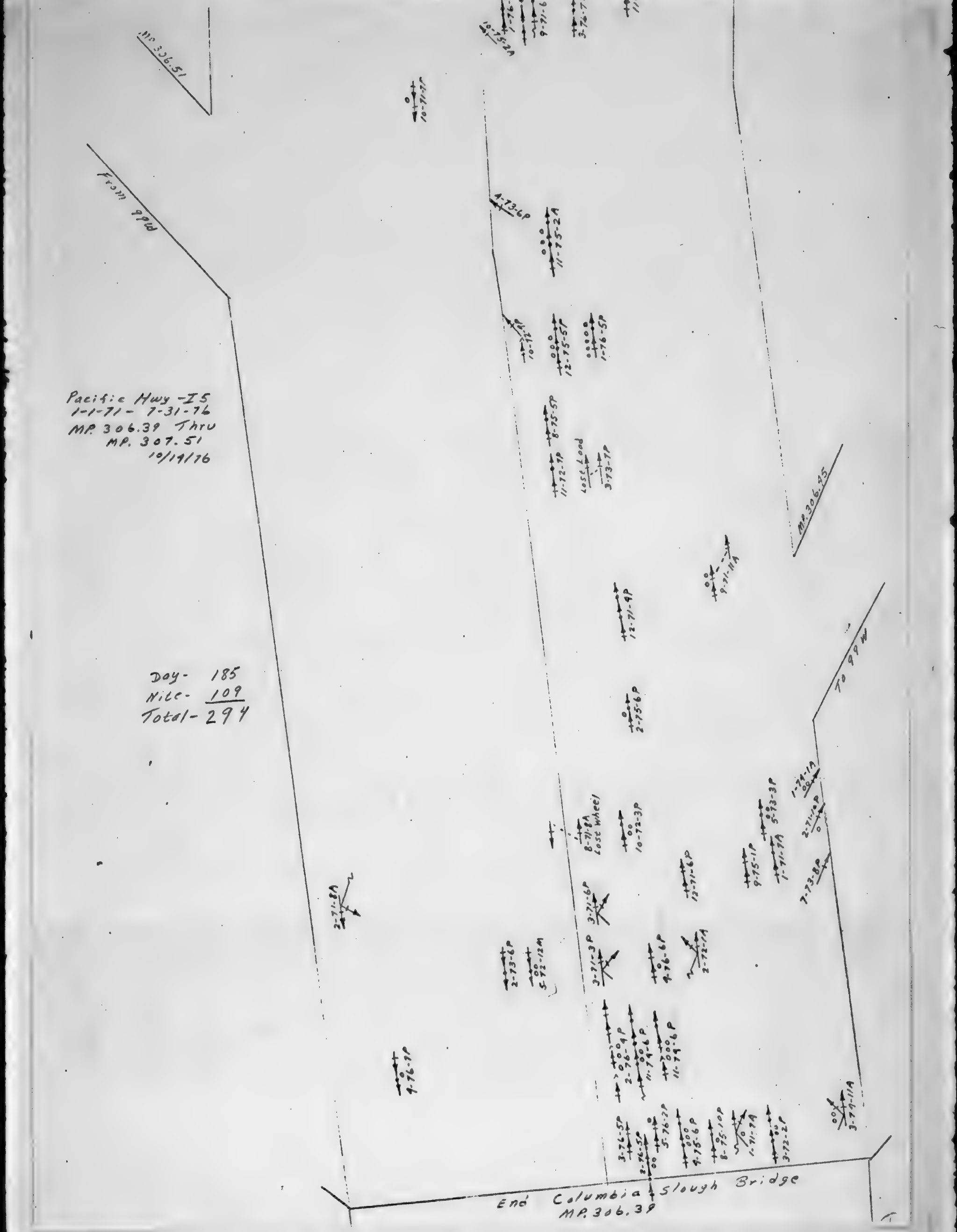
2-72-1A
12-71-6P
4-76-6P
3-71-3P
3-71-6P
8-71-8A
Loose Wheel
10-72-3P
2-75-6P
12-71-9P
3-73-7P
Loose Load
11-72-7P
8-75-5P
1-76-5P
12-75-5P
11-75-2A
10-72-9P
4-73-6P
10-75-2A
1-76-6P
9-76-7P
8-75-0P
3-76-7A
11-75-5P
10-77-7A
3-72-6P
3-72-12M
2-73-6P
2-71-8A
10-71-7P
12-75-8P
MP 306.51
From MP 0
Pacific Hwy -5
1-1-71 - 7-31-76
MP 306.39 Thru
MP. 307.51
10/19/76
Day- 185
Nite- 109
Total- 294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1-1-71 - 7-31-76
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Day- 185
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End Columbia Slough Bridge
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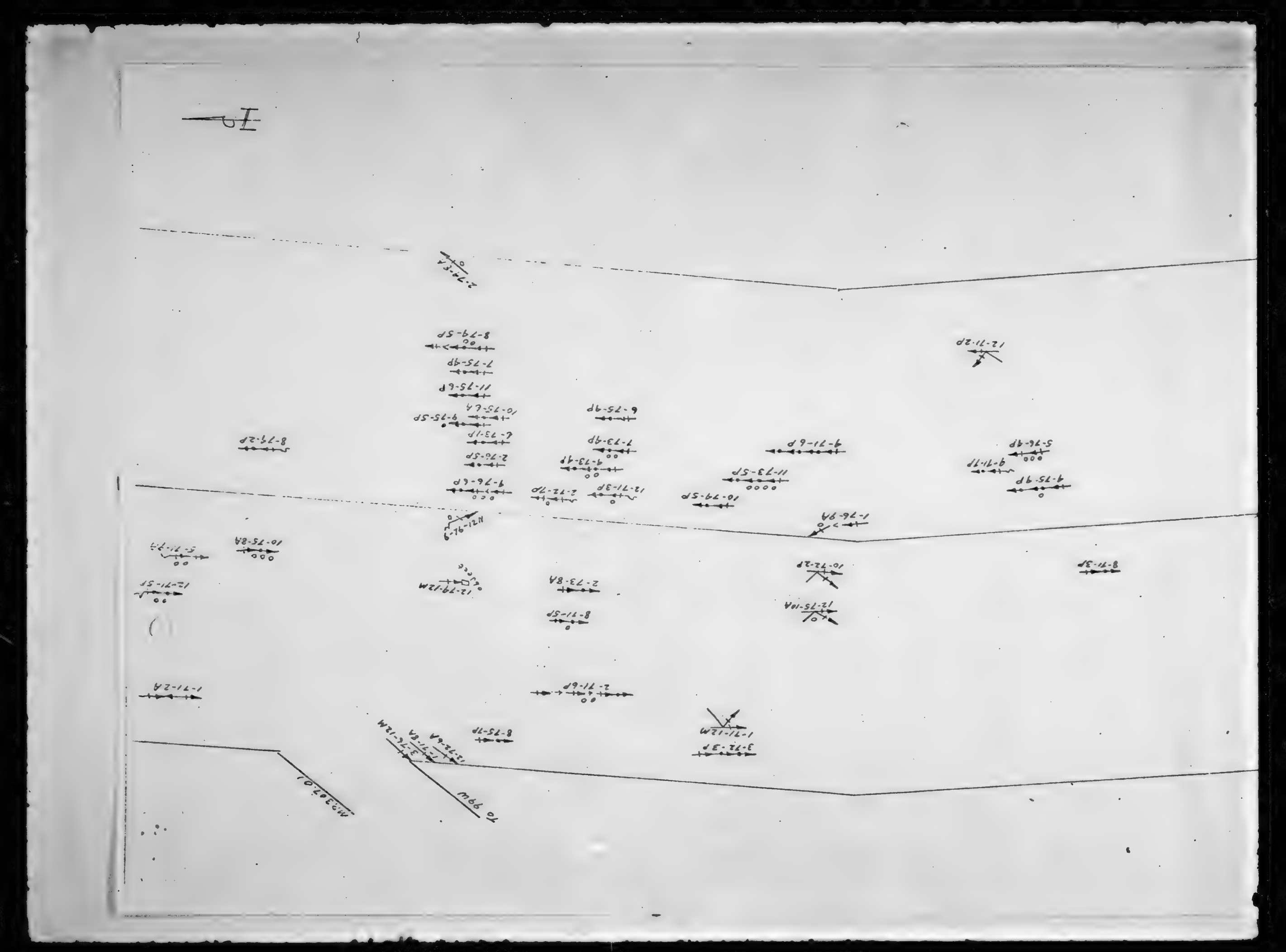
Lost Wheel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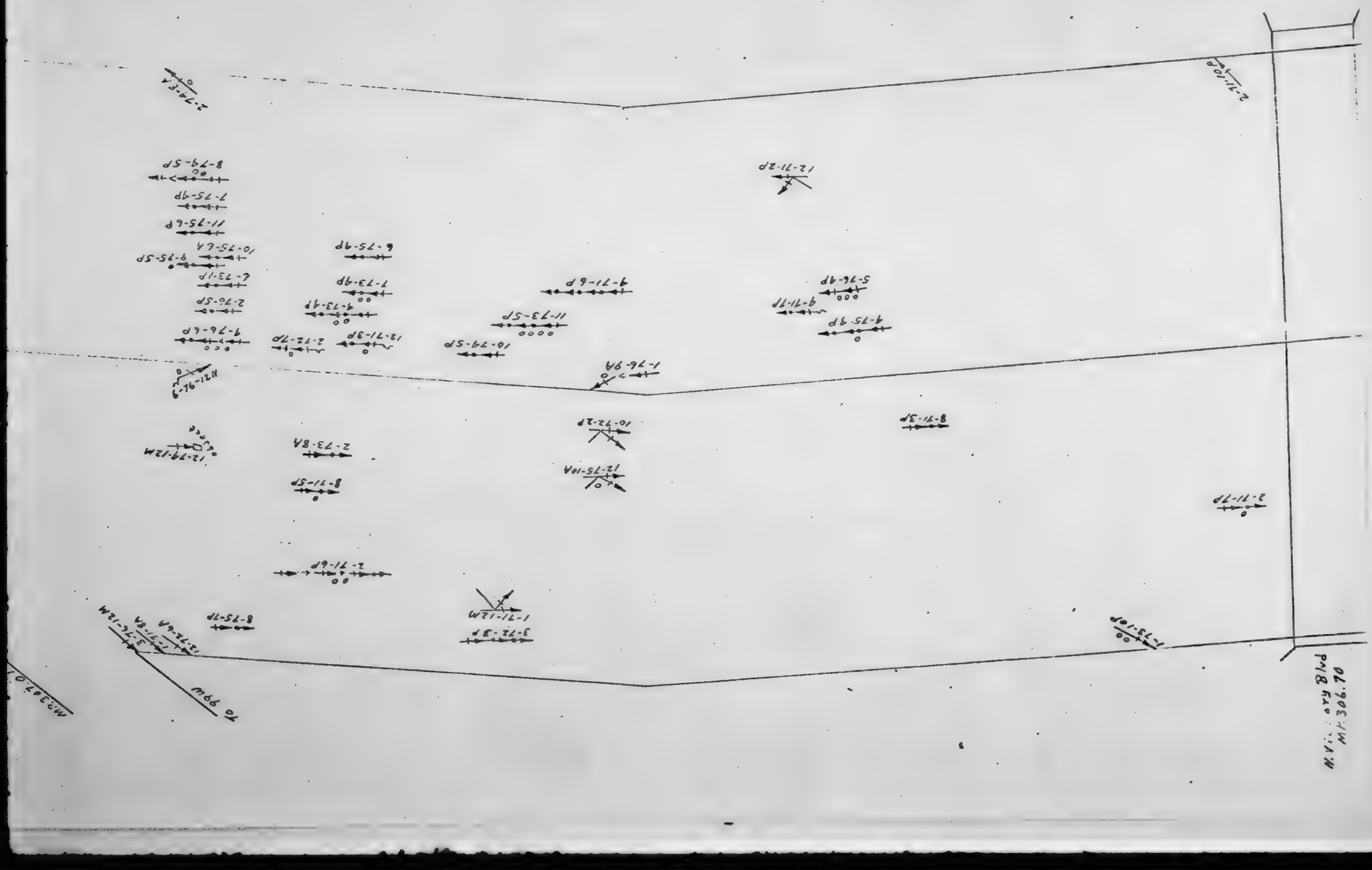
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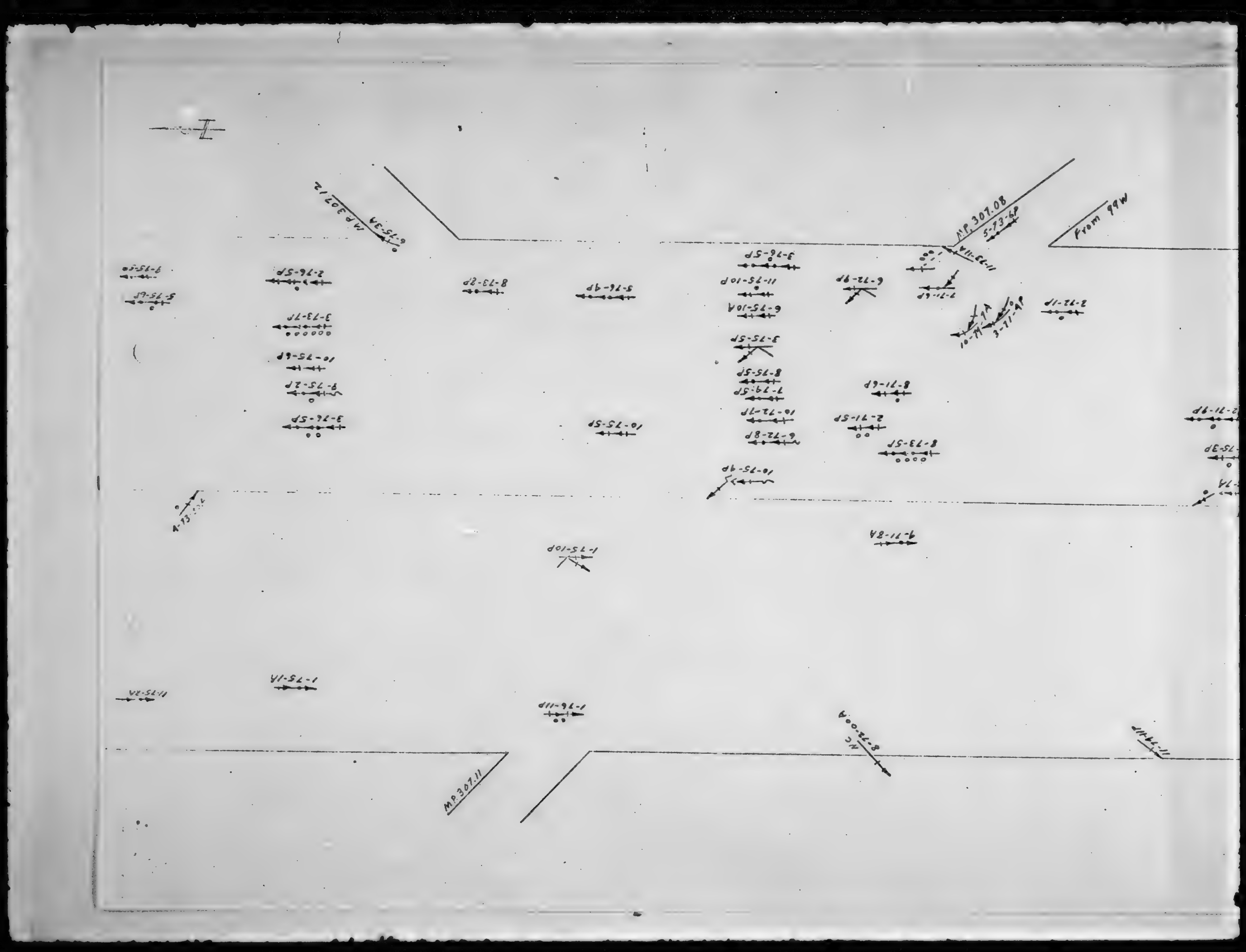
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M.P. 307.11
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MP 307.08

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8-75-SP

7-79-SP

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6-72-8P

10-75-9P

8-71-6P

2-71-SP

8-73-SP

From 99W

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10-11-01

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7-71-SP

8-71-SP

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12-71-SP

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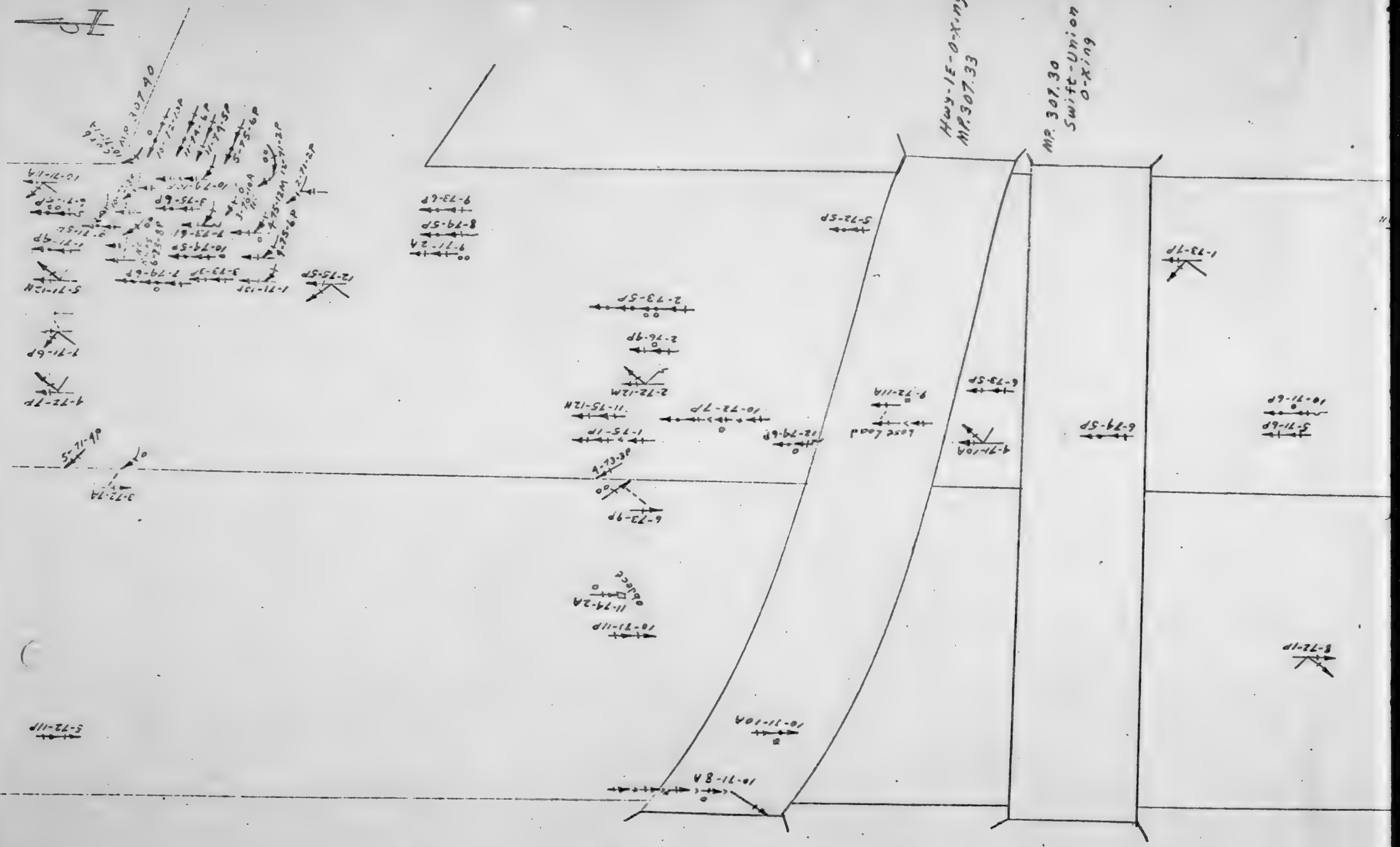
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O-x-ing
Lose Coal

Hwy-1E-O-xing
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MP. 307.30
Swift-Union
O-xing

MD 307.15

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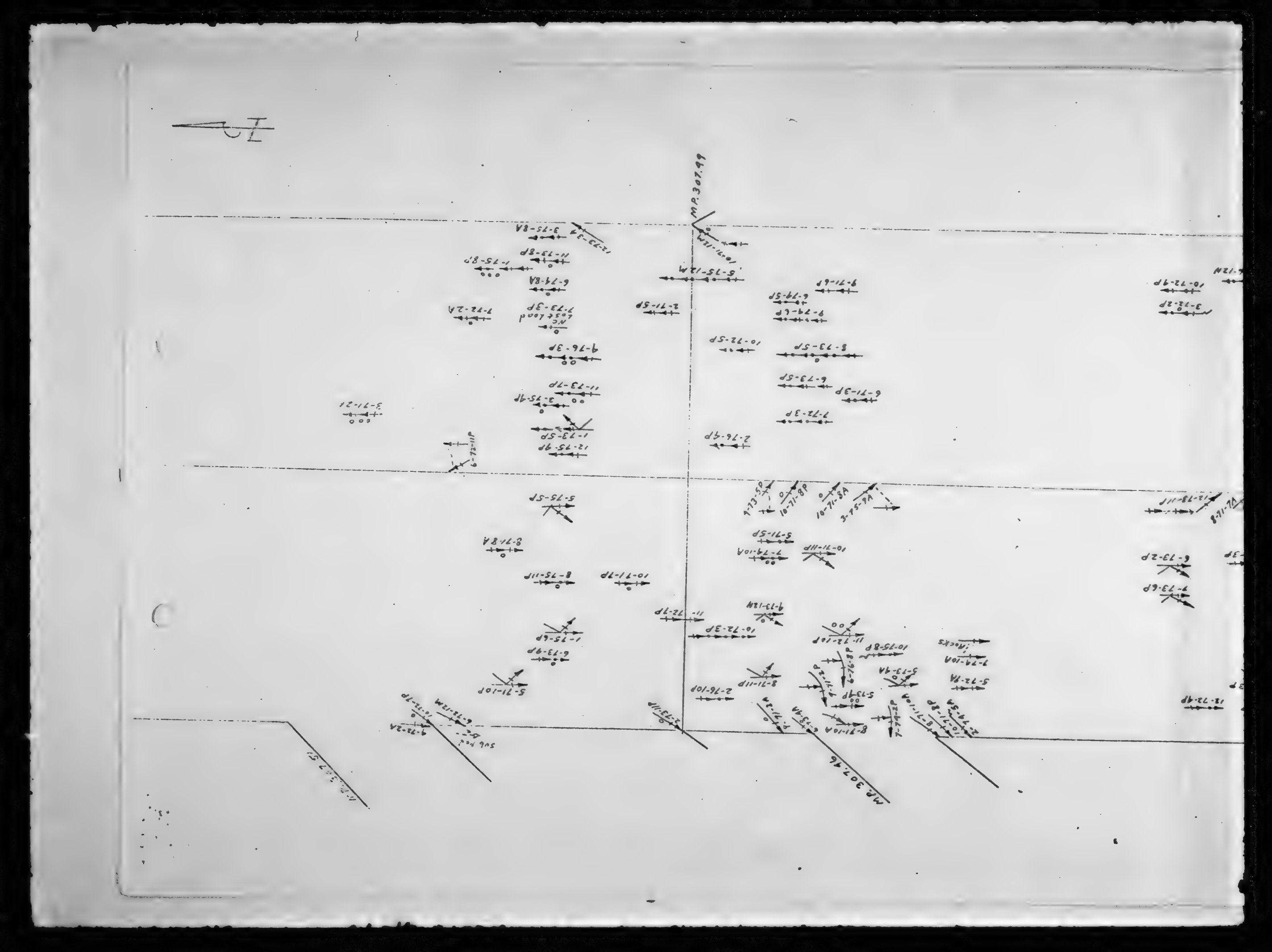
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MP 307.91

MP 307.76

9903

File BR 1377D

OREGON STATE HIGHWAY DIVISION

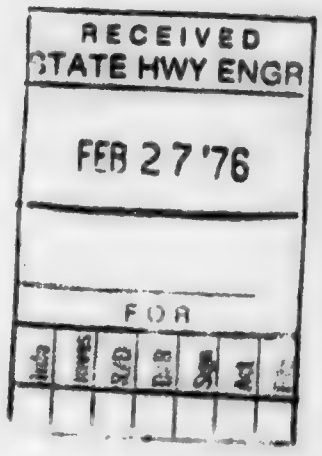
HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
E. S. HUNTER

February 27, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways



U. S. Coast Guard
Thirteenth Coast Guard District
915 Second Ave.
Seattle, WA 98174

Attention R. C. Walton
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch

Dear Sir:

Oregon Slough Bridge
Permit No. 115-71

Your letter of February 23, 1976, relative to the subject Bridge Permit points out the time limitation within which construction must start to avoid lapse of the permit.

Our plans for future construction at this site are still uncertain. It appears that construction will not commence for several years. Because of this we will not request a time extension and will allow the permit to lapse. When our construction plans become firm, we will reapply for a new permit in the usual manner.

We sincerely appreciate your past considerations and cooperation in permit issuance at this location.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc E. S. Hunter
R. N. Bothman
G. Potter

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

January 14, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

NOTED
E. S. HUNTER

L. W. BUELL, President
Hayden Island, Inc.
Highway 5 at Jantzen Beach
Portland, OR 97217

This letter is to acknowledge receipt of your comprehensive plan for Hayden Island. In order to adequately address the issues pertaining to I-5 in your report, I would appreciate three additional copies.

The major points I intend to have the Highway Division address include the development of the Oregon Slough Bridge. That project is also addressed in the I-5 Corridor Study, anticipated for approval by the CRAG Board of Directors on January 22. As I explained before, that project has been delayed pending completion of that report. With the adoption of the Hayden Island Comprehensive Plan by Multnomah County, and the approval of the I-5 Corridor Study by CRAG, the Oregon State Highway Division will have the data to proceed with that effort. A problem exists in determining the feasibility of high-occupancy vehicle lanes on I-5. The effect of that effort on the Oregon Slough Bridge may delay the project.

The second major effort I will initiate is to review the recommendation of the Hayden Island Comprehensive Plan to establish a mandatory bridge closure during the peak traffic hours. That effort will require action by the federal government, based upon a request by the Oregon State Highway Division.

Tri-Met has the lead responsibility for the carpool effort in the metropolitan Portland area, and will, therefore, be the agency to promote that activity.

Efforts to undertake projects to improve traffic flow by signalization and channelization on the frontage road system, as a requirement for the private development of Hayden Island, is the responsibility of the developer. In this case, it will be your responsibility to initiate those projects.

The Oregon State Highway Division is ready to cooperate and assist in those improvements required to facilitate your development. That type of effort at the intersection of a private access to the state highway system is the responsibility of the private developer.

I beileve that your report is a comprehensive analysis for the development of Hayden Island, and should provide valuable guidance for that purpose.

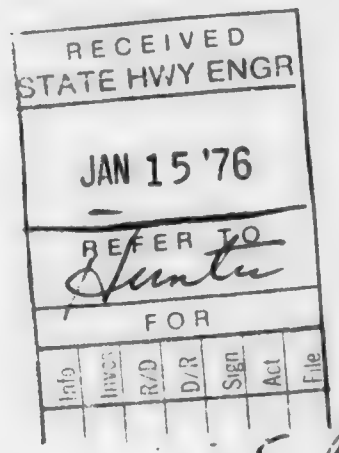
ebg

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
E. L. Hardt
W. J. Hart

attachments



Clow 1-5 Buell

Note to F. B. Klaboe:

I will see that copies of both the I-5 Corridor Study and the Hayden Island Comprehensive Plan are sent to you in order that the Highway Division can address the issues I have listed in this letter. In accordance with our discussion, Ed Hunter is to pursue the HOV lane proposals in both reports. I suggest that Walt Hart go ahead with the necessary steps relative to the bridge closure during peak traffic hours, not only for the future, but also as an immediate solution to the congestion on I-5. I don't agree with Buell--I think there is a congestion problem that needs to be addressed at this time.

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 74-10

January 14, 1976
Portland, OR 97213

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Hayden Island-Jantzen Beach access study

TO: DENNIS L. PETERSON
Metro Traffic Engineer

Please give me your recommendation relative to the transportation improvements recommended for action in the attached Hayden Island Comprehensive Plan, specifically as outlined in the attached letter to Les Buell.

Specifically, I would like your recommendations for the need for signalization and channelization at this time--not with the anticipated development--then, your recommendation as to signalization and channelization with the development as proposed.

Please return the report with your analysis.

ebg

attachments

RECEIVED
STATE HWY ENGR
JAN 15 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

HIGHWAY 5 AT JANTZEN BEACH • PORTLAND, OREGON 97217 • PHONE 283-4111

74-10
160

December 30, 1975

PR1 PR2 DE
O.S.H.D.-METRO
JAN 7 1976
FILE T/A

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Attached is a copy of the Comprehensive Plan for Hayden Island which has just been completed and is scheduled for a public hearing before the Multnomah County Planning Commission on January 27th, 1976. As you may recall, there are some unique conditions and circumstances that stimulated this plan. Hayden Island is literally an island in the physical sense and the social sense, being separated from North Portland by Delta Park, Rivergate, and the Oregon Slough and separated from Vancouver, Washington by the Columbia River. The entire study area is under one corporate ownership, which has developed the existing $40,000,000.00 community over the past 10 years on a sand fill served by privately owned sewer, water and road systems. Since Multnomah County was intensely occupied with developing an urban/rural framework plan and the urban/rural designation was not at issue in the plan area, we hired the independent planning services of Community Systems Planning and Design to complete the needed inventory and develop a new comprehensive plan to update the County's 10 year old existing plan. Multnomah County reviewed periodically the resultant work program and general progress of the study. The attached comprehensive plan includes revisions suggested by Multnomah County during this review process.

As you can see from the attached copies of our plan, there are some opportunities to make improvements in the transportation and circulation in the study area. The chart on page 159 of our plan is essentially the same summary we sent you on September 25th citing certain improvements and their net effect. We do, however, reinforce our earlier suggestion that a mandatory I-5 bridge closure be instigated and reference the effects cited on page 165 - 167, to justify such action. With all the controversy about cost-to benefit of HOV lines and other traffic control measures this mandatory closure

JANTZEN BEACH CENTER 289-5555
JANTZEN BEACH MOORAGE 283-2444
RIVERHOUSE CONDOMINIUMS 285-1932
JANTZEN BEACH VILLAGE APARTMENTS 289-1621
HAYDEN ISLAND MOBILE HOME VILLAGE 289-7626
THUNDERBIRD MOTOR INN AT JANTZEN BEACH 283-2111

policy offers, in contrast, an opportunity to significantly enhance bridge traffic characteristics at little or not cost (item 7 on page 159.)

More locally, on-island, item 1 a) page 159, signalizing intersections, would enhance the traffic flow in the interchange, ease traffic queues on off-ramps, and respond positively to citizen input, via the questionnaires, that suggested these traffic signals.

A summary of the Buttke report findings are found on page 158 followed by our map on page 160 diagramming the current pm peak traffic and current capacity. Some of the numbers are difficult to read on that map so we have enclosed copies of the original map that are more readable.

We look forward to your continued cooperation and coordination in programming needed improvements for this interchange.

Very truly yours,

L. W. Buell
President

LWB/jmb
Enclosures - 1 plan
3 traffic capacity maps page 160

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 12, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Oregon Slough Bridge
Pacific Highway I-5

TO: E. S. Hunter
Deputy State Highway Engineer

	Info	FOR	REFER TO	RECEIVED STATE HWY ENGR AUG 12'75
	Inves			
	R/D			
	D/R			
	Sign			
	Act			
	File			

John Hanks in his memo of June 30, 1975, has the following comments and recommendations concerning the proposed widening of the Oregon Slough Bridge.

"The most sensitive section is the Oregon Slough Bridge between Union-Swift entrance ramp and the Hayden Island exit ramp. At the entrance ramp, two freeway lanes with 3,300 vph are joined with a third lane bringing 1,600 vph from Union Avenue and Swift Road. This volume equals Level of Service "E" operations when weaving conflicts are taken into account.

"During peak hour periods, heavy volumes from Union Avenue (1,000 vph) and Swift Road (600 vph) must merge into the added freeway lane. This must be accomplished in a 500 foot distance before reaching the Oregon Slough Bridge structure. This unfavorable condition is aggravated by faster moving vehicles weaving to exit at the Hayden Island off-ramp. A weave analysis on this section confirms that four lanes are required.

"An additional lane with a two-lane exit to Hayden Island would also improve ramp operations significantly. Predominant benefits include elimination of the Union Avenue and Swift Road merge and increased maneuverability for existing Hayden Island vehicles. A single lane exit to Hayden Island is undesirable because egressing I-5 vehicles are forced to make two lane changes.

"Downstream at Hayden Island entrance ramp, the added lane causes slight increase in the critical lane 1 volume while maintaining present Level of Service "D" conditions. Improved lane distribution is improbable because of the Interstate Bridges' controlling influences. As new development continues on Hayden Island, the on-ramp traffic can expect delays waiting to join the freeway proper. Despite possible Hayden Island on-ramp penalties, widening the Oregon Slough Bridge is recommended as the first step in improving northbound traffic operations."

It is estimated that the cost of an eight lane Oregon Slough Bridge including the interchange ramps at the southerly end is 20 million dollars, and the estimated cost of rebuilding the six lane structure to provide 6' shoulders, separated pedestrian structure and interchange ramps is estimated at 8 million dollars. Either the six lane structure or the eight lane structure would provide better service than the existing facility. However as the Columbia River structure limits the vehicle capacity in the I-5 corridor only very modest increases in traffic volumes could be attained with either alternate. 9-4-75

9-4-75 {cc Bothman - This letter summarizes my current thinking and a 6yr Program change will be made to reflect same when it is updated. EH
Deputy

The eight lane structure would reduce congestion and delays on the short term. On the long term we are only buying time, perhaps two or three years depending on traffic growth, until the level of service again becomes substandard.

If the decision is made to upgrade the Oregon Slough structure, I would recommend going to eight lanes but based on limited FAI funds I believe that additional justification is needed to support the expenditure of 20 million dollars for this improvement. This justification may come out of the high occupancy vehicle lane study for the I-5 corridor discussed in Mr. Bothman's letter of July 29, 1975.

JHV:jh

El - we need to think in terms of about 1980 ± to do this job long

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

PORTLAND

DATE August 7, 1975

TO E. S. HUNTER
Deputy State Highway Engineer

FROM R. N. BOTHMAN
Assistant State Highway Engineer

SUBJECT Jantzen Beach interchange (626-1923)
Pacific East Highway undercrossing section

RECEIVED
STATE HWY ENGR
AUG 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Attached is an I-5 Corridor analysis by John Hanks dated June 30, 1975. This is a followup of his initial study entitled I-5 Corridor Study - Going Street/Interstate Bridge dated February 7, 1975.

The recommendations are indicated on the first page of John's report. They are substantially the same as in his earlier report.

In summary, the recommendations for the Slough Bridge consists of providing eight lanes, two lanes actually being auxiliary to accomodate off/on-ramps from Union Avenue and Jantzen Beach interchange.

John's analysis does balance this traffic to the Interstate Bridge, and to the remainder of I-5 south of the section. The current bottleneck is at the Slough Bridge. The development of an eight lane section would increase the corridor peak hour volumes 300 to 600 vehicles, operating at level service D. If we were to drop the level service on the Interstate Bridge to level service E the overall capacity of the corridor could be increased an additional 200 vehicles per lane, or 600 vehicles, with the section of I-5 south of the Interstate Bridge operating at a level between D and E.

Considering the Interstate Bridge at six lanes to be the control, I concur with John's recommendation that there is justification to proceed with an eight lane facility for the Slough Bridge.

At issue with this project is the possibility of a high occupancy vehicle lane as a short term project which will be the recommendation of the I-5 corridor study to be completed in September, and a separated busway in the Interim Transportation Plan.

With the constraints of the Interstate Bridge, if we were to proceed with a cross section which would provide for 12' outside shoulders, four 12' lanes in either direction, and two 10' inside shoulders, with a 2' median barrier, we would have the flexibility of adjusting the assignments of the bridge width to accomodate either a high occupancy lane or an exclusive bus lane.

I also believe the 12' outside shoulder is consistent with a typical section that the FHWA would approve, and a 10' inside shoulder is a standard shoulder with an eight lane section (four lanes in each direction).

If we were to pursue development of the maximum flexibility, a single structure should be called for which would then allow us to develop a separated busway in the median if we so desire, or to develop high occupancy vehicle lanes on the inside lanes of the freeway. In either case we would then be required to reduce the outside shoulders in order to provide adequate width for the improvement in the median.

This project is currently programmed for the third quarter of fiscal 1976.

My understanding is that FHWA has already approved the eight lane bridge.

With these considerations, I recommend that this project be advanced pursuing the design concept I have described.

attachment

ebg

cc: L. W. Rulien
J. H. Versteeg
W. J. Hart
E. L. Hardt
John Hanks

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: R. N. Bothman
Metropolitan Engineer

DATE: June 30, 1975

FROM: John Hanks
John Hanks
Project Analysis Supervisor

File No.: Hwy-1

SUBJECT: I-5 Corridor: Going Street-Interstate Bridge

METROPOLITAN ENGINEER

JUL 02 1975

The attached report is a follow-up of our study entitled "I-5 Corridor Study - Going Street-Interstate Bridge", dated February 7, 1975. It identified the principal bottleneck locations which trigger the stop-and-go traffic congestion during peak-hour periods. These bottleneck locations are as follows:

Northbound

1. Lane drop at Portland Boulevard plus backups on the Portland Boulevard off-ramp.

2. Merge and weave conflicts at Denver Avenue on-ramp to Union-Swift off-ramp.

3. Merge of Union-Swift ramps plus the weave across the Oregon Slough Bridge to Hayden Island.

Southbound

1. Merge and weave conflicts from Hayden Island on-ramp to Union-Swift off-ramps.

2. Two lane restriction through the Portland Boulevard Interchange.

To provide relief to the congestion on I-5 north of Going Street, each of these bottlenecks need to be improved. The Oregon Slough Bridge project, scheduled for construction next year, is the initial step in relieving the most serious point of congestion for northbound traffic. Eight (8) lanes on the slough bridge is needed to accommodate the heavy Union-Swift ramp traffic plus provide sufficient gaps for weaving maneuvers to take place.

In addition, both the Denver Avenue on-ramp conflict and the lane drop at Portland Boulevard will require improving. Otherwise, these two locations will become the controlling bottlenecks and stop-and-go conditions will continue.

81-125-1387

Our approach is to limit the scope of major construction, with the exception of the Oregon Slough Bridge, and recommend improvements that relieve the extensive peak-hour queuing on I-5. In the final analysis, the Interstate Bridge becomes the ultimate capacity control, after the other congestion points are solved. Our recommendations are expected to relieve the critical problem areas and provide a consistent level of service compatible with the capacity of the Interstate Bridge.

These suggested improvements will require design, economic, and environmental feasibility study.

It is our understanding that others are examining the possibility of a busway facility on I-5. We trust that the suggested improvements are not only compatible with this study, but will also complement a busway option by relieving existing problem areas.

JH:ap
Attachment
cc: J. H. Versteeg

DEPARTMENT OF TRANSPORTATION
Planning Section
Plan Analysis Unit

I-5 Corridor
Going Street-Interstate Bridge

Introduction

Pursuing the I-5 Study further, this report focuses more directly on specific improvements to I-5 north of Delta Park Interchange and at the Portland Boulevard Interchange. Several design changes are suggested to improve traffic operations on the subject sections of I-5. Southbound and northbound analyses were separated and the findings are summarized below:

I-5 Southbound

a) Widen the Oregon Slough Bridge section to four lanes.

b) Improve the curvature of the existing Swift Road off-ramp or combine the Union-Swift off ramps into a single two-lane off-ramp.

c) Improve I-5 to three lanes at the Portland Boulevard Interchange.

I-5 Northbound

a) Widen the Oregon Slough Bridge section to four lanes.

b) Close the Union-Swift off-ramp to eliminate the short weave section north of the Delta Park Interchange.

c) Improve I-5 between the Denver Avenue and Union-Swift entrance ramps by providing an extended acceleration lane for Denver Avenue on-ramp traffic.

d) Improve I-5 to three lanes at the Portland Boulevard Interchange.

Analysis

The emphasis of this analysis is to study today's traffic problems and determine appropriate solutions. The 1974 peak hour volumes were used for this study. Assuming traffic growth will be regulated by the Interstate Bridges, future traffic projections were not used in the analysis. Shortly, an updated version of future projections will be available reflecting I-205 traffic diversion, current land use plans, and higher transit estimates.

Figure I illustrates the peaking characteristics of traffic flow on the Interstate Bridges. The southbound bridge peaks from 7:00 to 8:00 AM while the northbound bridge peaks from 4:00 to 5:00 PM. Solutions to relieve the peak hour delays and congestion existing today on the Minnesota Freeway will be discussed.

I-5 Southbound

From our previous study, sections of I-5 at Portland Boulevard and at the Oregon Slough Bridge (SB) were found to be operating at capacity during the morning peak period. To improve peak hour operations, a third lane on the Portland Boulevard section and a fourth lane on the Oregon Slough Bridge are recommended. Utilization of the shoulder and restriping of the Portland Boulevard section would be required to provide the recommended third lane (See Figure VI).

Two design concepts of the Union-Swift off-ramps were studied, along with a fourth lane on the Oregon Slough Bridge section. Figures II and III illustrate the two designs.

Design A retains the existing travel patterns with improved operating capacity throughout the section. The curvature of the Swift Road off-ramp would be improved with this design option. The exit

speed would increase above its current 20 mph signed speed to 30 mph resulting in improved traffic flow and safety immediately upstream of the exit as well as on the exit ramp itself.

Design B is similar to Design A with the exception of the Swift Road off-ramp. The existing off-ramp would be removed and replaced with an extended loop ramp as shown on Figure III. The proposed design would combine the Union and Swift off-ramps into a single two-lane off-ramp.

Two disadvantages of the extended loop ramp design (Design B) are: (a) the additional out-of-direction travel for the Swift Road off-ramp traffic, and (b) the delays at the signalized ramp intersection with Swift Road. The Swift Road off-ramp traffic would shift from free flow movement to making left turns at the intersection.

Conversely, Design B would result in the best traffic flow on the subject section of I-5. Combining the two off-ramps into a single two-lane off-ramp reduces signing confusion. The additional 800 feet after exiting from the freeway allows for signing the split to Union Avenue and Swift Road.

From a traffic operations viewpoint, both designs (A and B) are acceptable and adaptable to the construction of the fourth lane southbound on the Oregon Slough Bridge. If the bridge was to remain three lanes, Design B with a single lane off-ramp is suggested.

I-5 Northbound

Earlier studies have identified a number of situations and locations causing the frequent afternoon peak congestion on northbound I-5. It is felt that the most sensitive section is on the Oregon Slough

Bridge between Union-Swift entrance ramp and the Hayden Island exit ramp. At the entrance ramp, two freeway lanes with 3,300 vph are joined with a third lane bringing 1,600 vph from Union Avenue and Swift Road (Figure IVa). This volume equals Level of Service "E" operations when weaving conflicts are taken into account.

During peak hour periods, heavy volumes from Union Avenue (1,000 vph) and Swift Road (600 vph) must merge into the added freeway lane. This must be accomplished in a 500 foot distance before reaching the Oregon Slough Bridge structure. At that point, there is width to accommodate three travel lanes and one or two feet of lateral clearance just prior to a horizontal curve. Consequently, most of the merging decisions occur when the vehicles enter the freeway proper under reduced speeds. This unfavorable condition is aggravated by faster moving vehicles weaving to exit at the Hayden Island off-ramp. A weave analysis on this section confirms that four lanes are required.

An additional lane with a two-lane exit to Hayden Island (Figure IVb) would also improve ramp operations significantly. Predominant benefits include elimination of the Union Avenue and Swift Road merge and increased maneuverability for exiting Hayden Island vehicles. A single lane exit to Hayden Island is undesirable because egressing I-5 vehicles are forced to make two lane changes. Downstream at Hayden Island entrance ramp, the added lane causes slight increase in the critical lane 1 volume while maintaining present Level of Service "D" conditions. Improved lane distribution is improbable because of the Interstate Bridges' controlling influences. As new development continues on Hayden Island, the on-ramp traffic can expect delays waiting to join the freeway proper. Despite possible Hayden Island on-ramp penalties, widening the Oregon Slough Bridge is recommended as the first step in improving northbound traffic operations.

The next problem area (See Figure IVc) involves the two-lane freeway bottleneck south of Union-Swift Interchange and the short auxiliary lane section from the Denver Avenue on-ramp. Only 600 feet long, the auxiliary lane is inadequate to handle the weave maneuvers of the oncoming 680 vph from Denver Avenue that are merging into the freeway mainstream against egressing vehicles to the Union-Swift exit ramp. The minimum recommended distance for tapered acceleration lanes is 900 to 1,000 feet. Operationally, it is advantageous to eliminate the sub-standard weave section by closing the Union-Swift ramp. The affected traffic, totaling 170 vph during the peak hour, could be directed off at the Delta Park Interchange and routed through the intersection with Victory Boulevard (Figure V). Proceeding on the Denver Avenue entrance ramp until the diverge to a frontage road, the traffic parallels the freeway before joining the usable portion of the Union-Swift exit ramp. This modification creates a possible signing problem trying to inform drivers to use a ramp facility far upstream of their destinations.

To improve signing difficulties, a plan to add a new exit ramp north of the existing Delta Park off-ramp was reviewed. The design would require a structure over the Denver Avenue entrance ramp and then follow a course similar to the preceding proposal. However, the cost and possible right-of-way encroachment into the park area offset its signing advantage.

Following the ramp closure, another lane could be added to the freeway proper by extending the auxiliary lane to the Union-Swift entrance ramp. In widening this section, added acceleration distance and improved lane distribution increases operating conditions to Level of Service "C to D". Figure IVc shows the 1,000 vph entering from Union Avenue forced to merge

into lane 1 of the freeway. Analyzing the merge junction, it is figured the lane one volume should not exceed 600 vph if the existing Union Avenue entrance ramp volume is given adequate opportunity to merge. Therefore, it may be best to have two freeway lanes approaching and allow ramp traffic to enter on two separate lanes. The 1,800 feet between the Denver Avenue entrance and Union-Swift entrance provides length to construct a long acceleration lane (See Figure IVd). Without the Union-Swift off-ramp, a smooth merging operation should exist.

Another bottleneck location is the two-lane section within the Portland Boulevard Interchange (Figure VI). After the lane drop at Portland Boulevard off-ramp, about 3,400 vph are carried on two freeway lanes. This volume represents Level of Service "E" conditions. Utilization of the shoulder area could provide three continual lanes from the Portland Boulevard off-ramp to the second Lombard exit ramp. In doing this, an auxiliary lane and a deceleration lane become part of the three lane widening improvement.

Summary

This analysis assumes the automobile will continue to be the predominant mode of travel in the subject I-5 corridor. With this assumption, emphasis was directed at the highway system's capability to satisfy the demands. Ramp metering systems or busway proposals to modify auto travel demand were not considered in this study.

The completion date of I-205 (1980-1981) is expected to provide considerable relief on I-5. In the meantime, traffic generated from new developments at Hayden Island and Rivergate Industrial Park are anticipated to further strain congested conditions already existing in the study

corridor. Therefore, the "worst case" traffic condition would exist just prior to the completion of I-205.

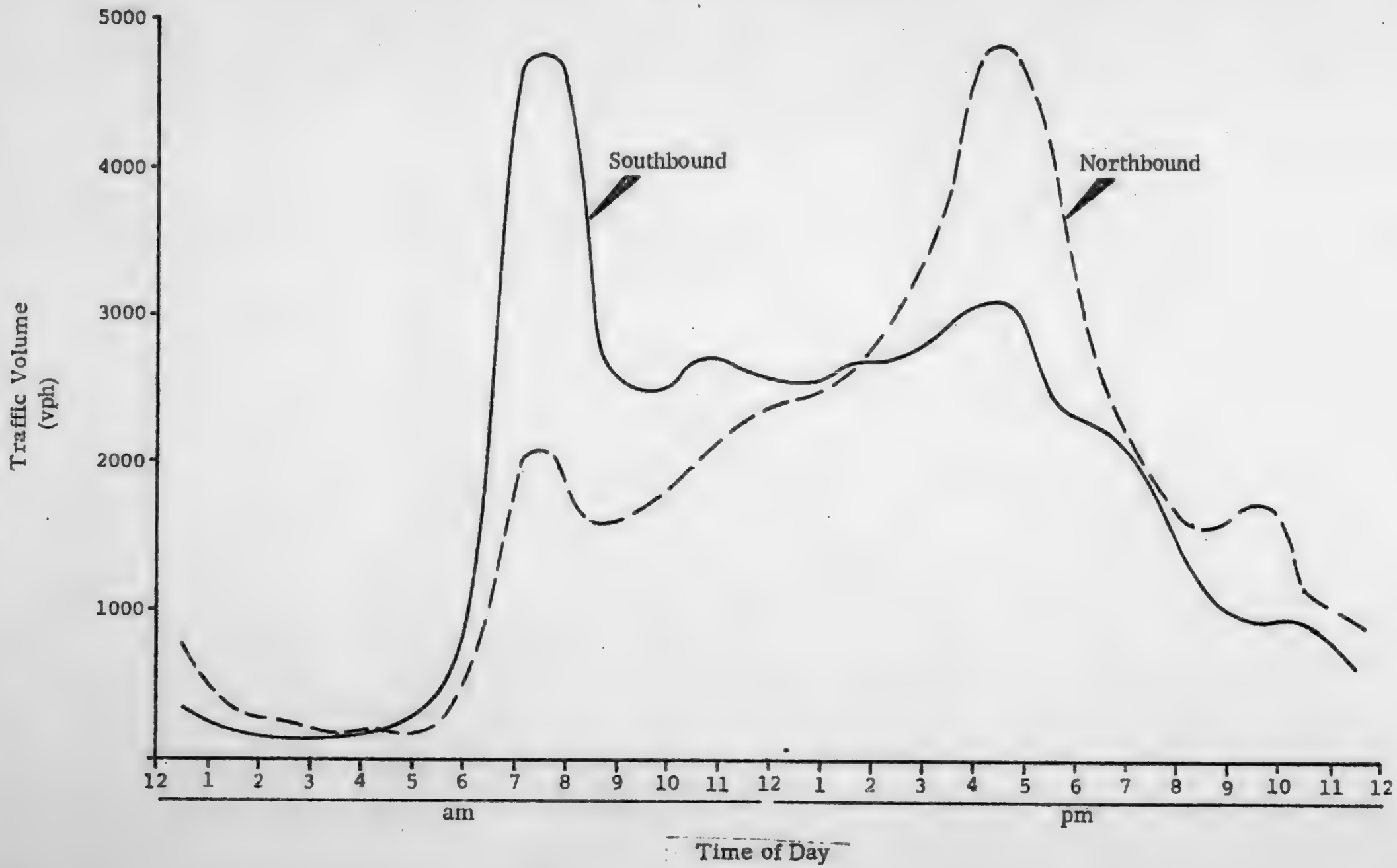
With the proposed improvements, traffic operations during the "worst case" condition should be acceptable. It is estimated that peak hour traffic growth is limited to 300 to 600 vehicles due to the capacity limitations of the Interstate Bridges. The proposed improvements would provide the needed capacity to handle this traffic growth at a tolerable level of service.

Jim Branch
Bob Jurica
6-30-75

Figure I

INTERSTATE BRIDGE

Weekday Traffic Distribution
(Nov. 26, 1974)



Pick up fourth lane at
Hayden Island on ramp

Widen Oregon Slough
Bridge (SB) to four lanes

Improve curvature of the
Swift Road off ramp

Realign Portland Avenue
(would require freeway
structural modifications)

Figure II

Design 'A'

I-5 Southbound

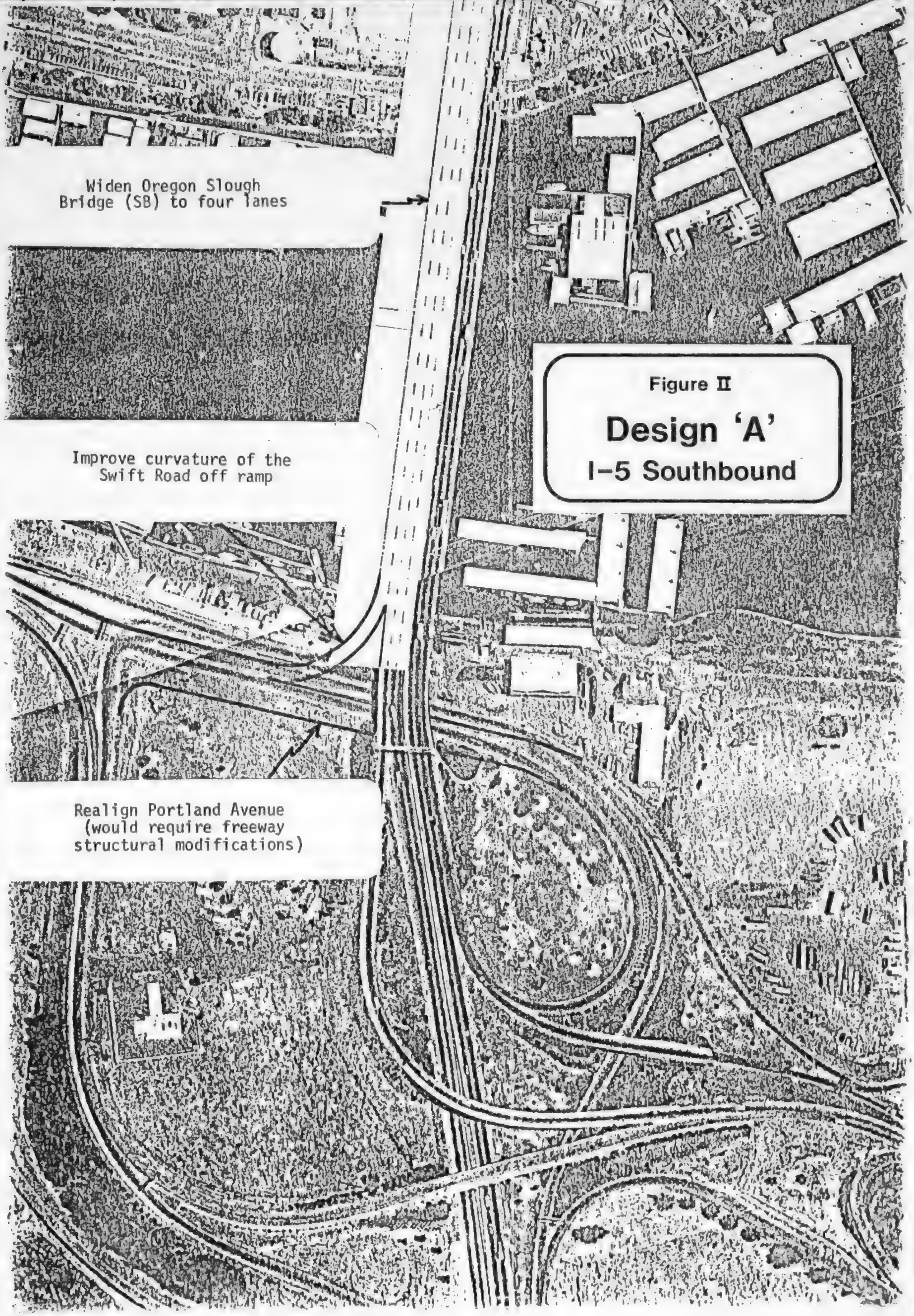
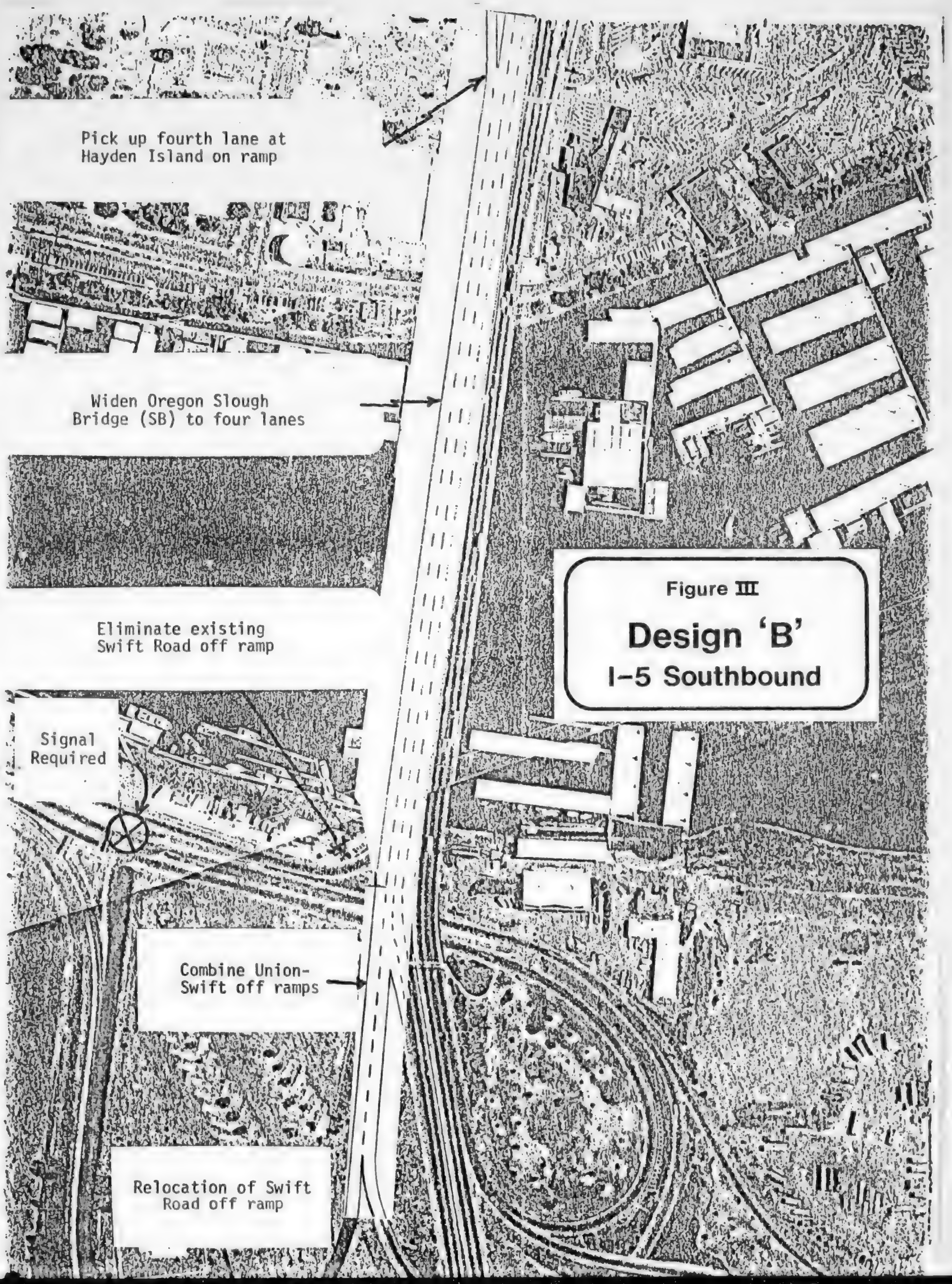
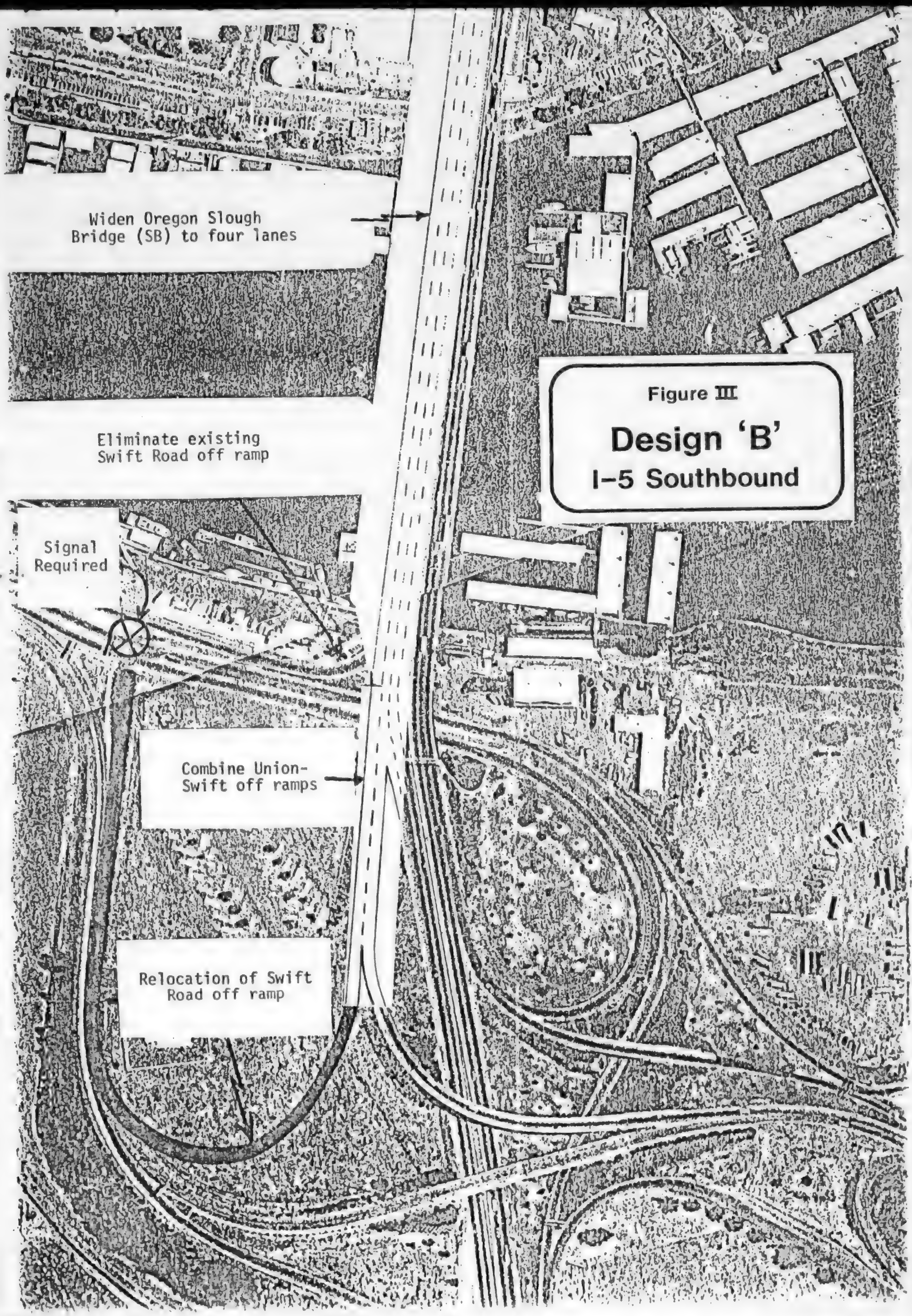


Figure II

Design 'A'

I-5 Southbound

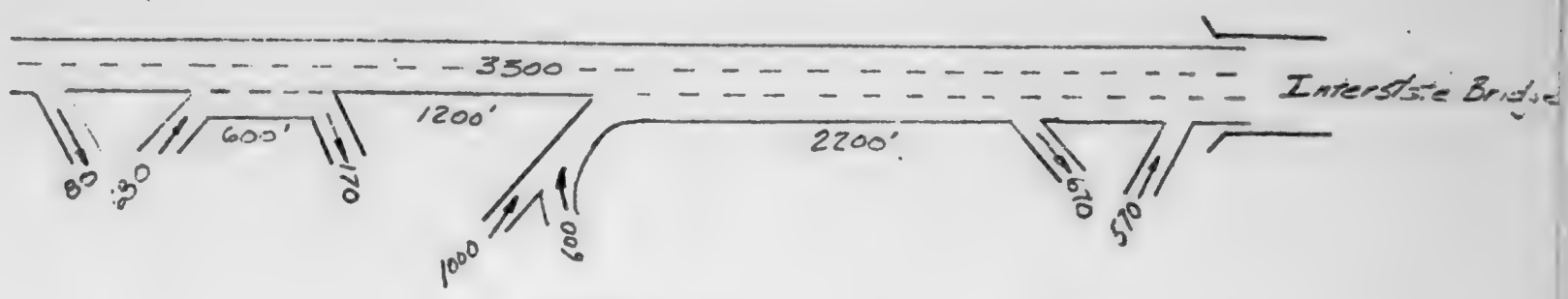

Pick up fourth lane at
Hayden Island on ramp
Widen Oregon Slough
Bridge (SB) to four lanes
Eliminate existing
Swift Road off ramp
Signal
Required
Combine Union-
Swift off ramps
Relocation of Swift
Road off ramp
Figure III
Design 'B'
I-5 Southbound


Widen Oregon Slough
Bridge (SB) to four lanes
Eliminate existing
Swift Road off ramp
Signal
Required
Combine Union-
Swift off ramps
Relocation of Swift
Road off ramp
Figure III
Design 'B'
I-5 Southbound

STAGE DEVELOPMENT
I-5 NBD

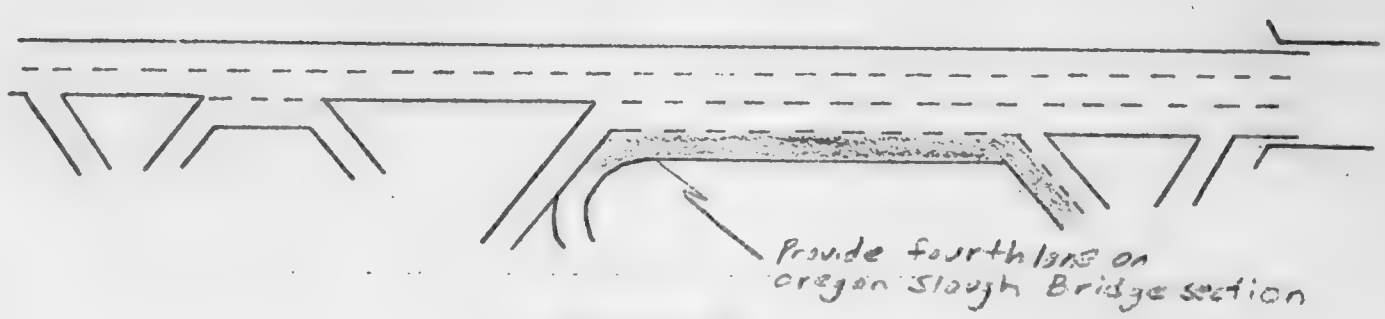
Existing

a.)



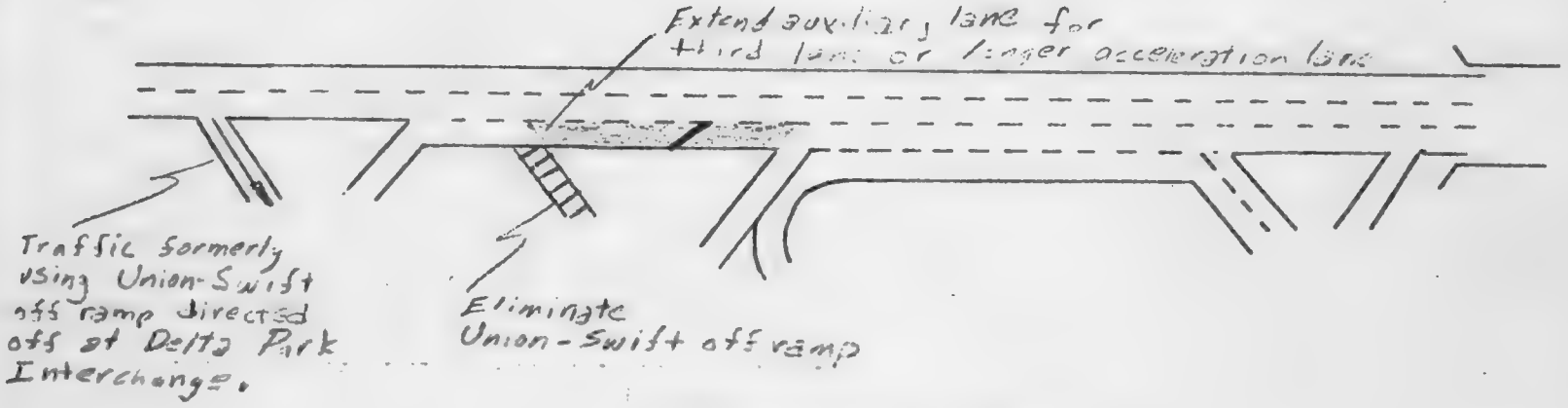
Stage I

b)



Stage II

c)



Recommended Design

d)

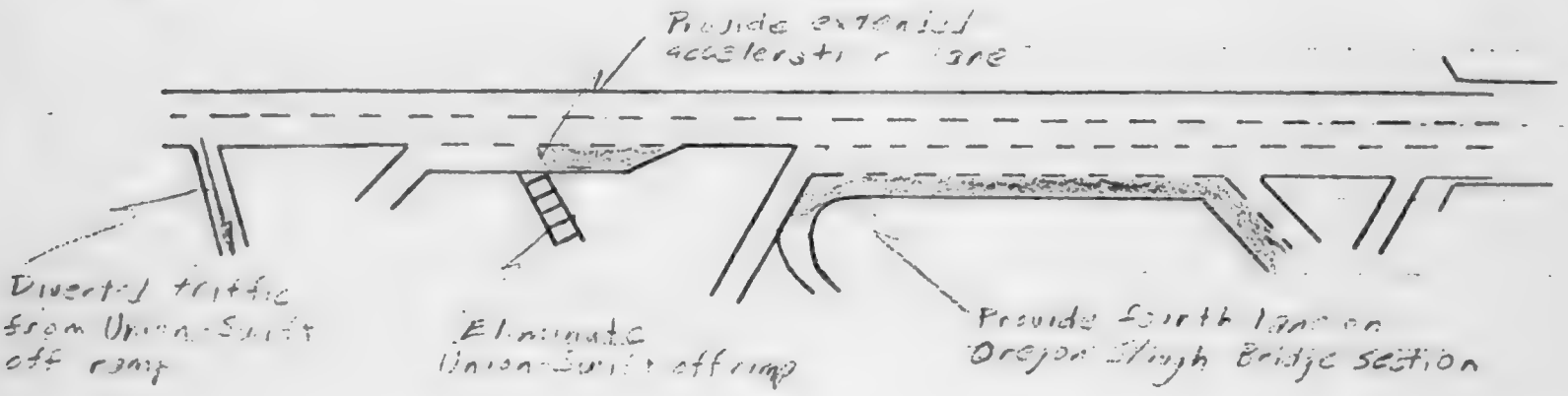
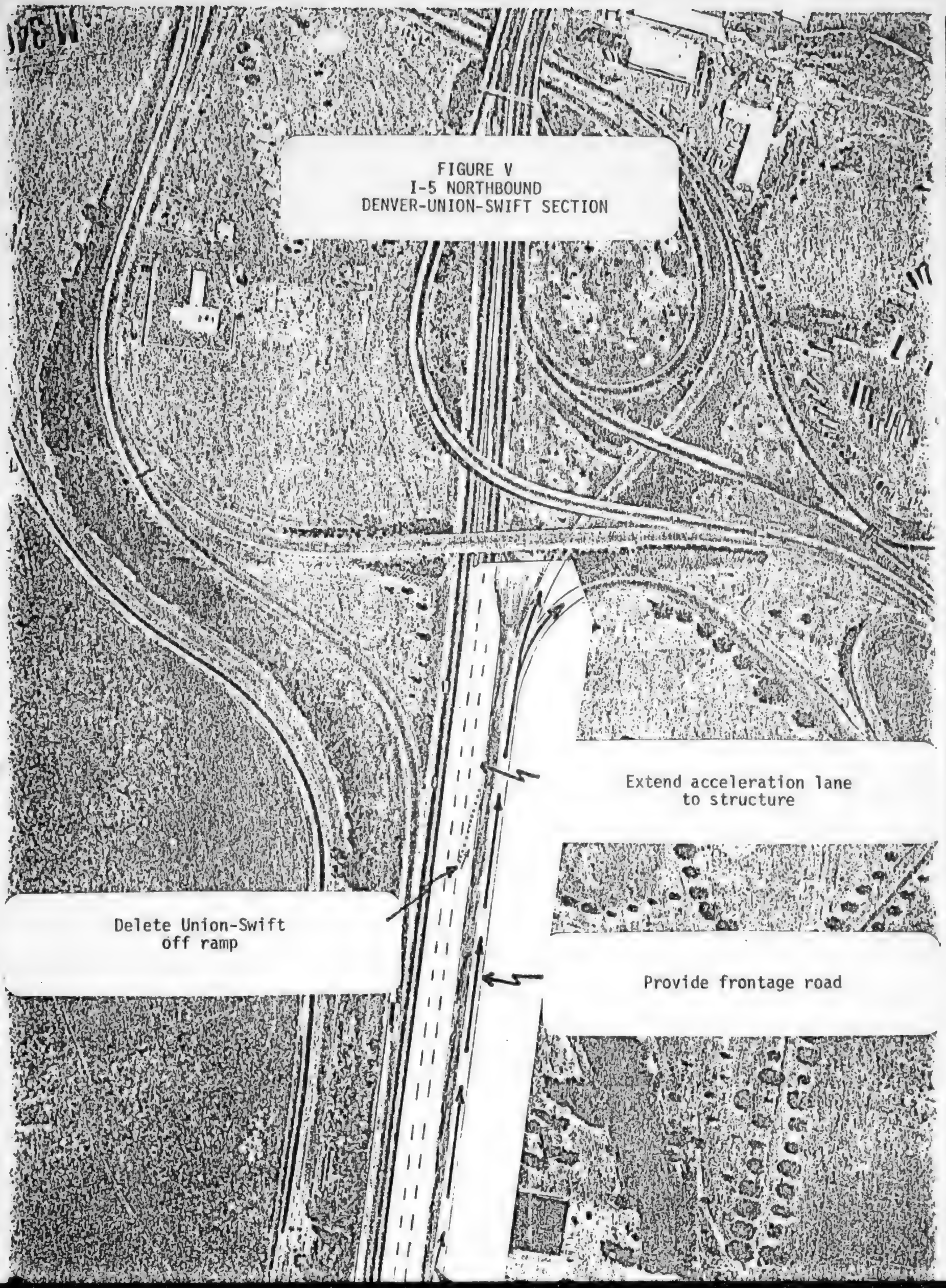
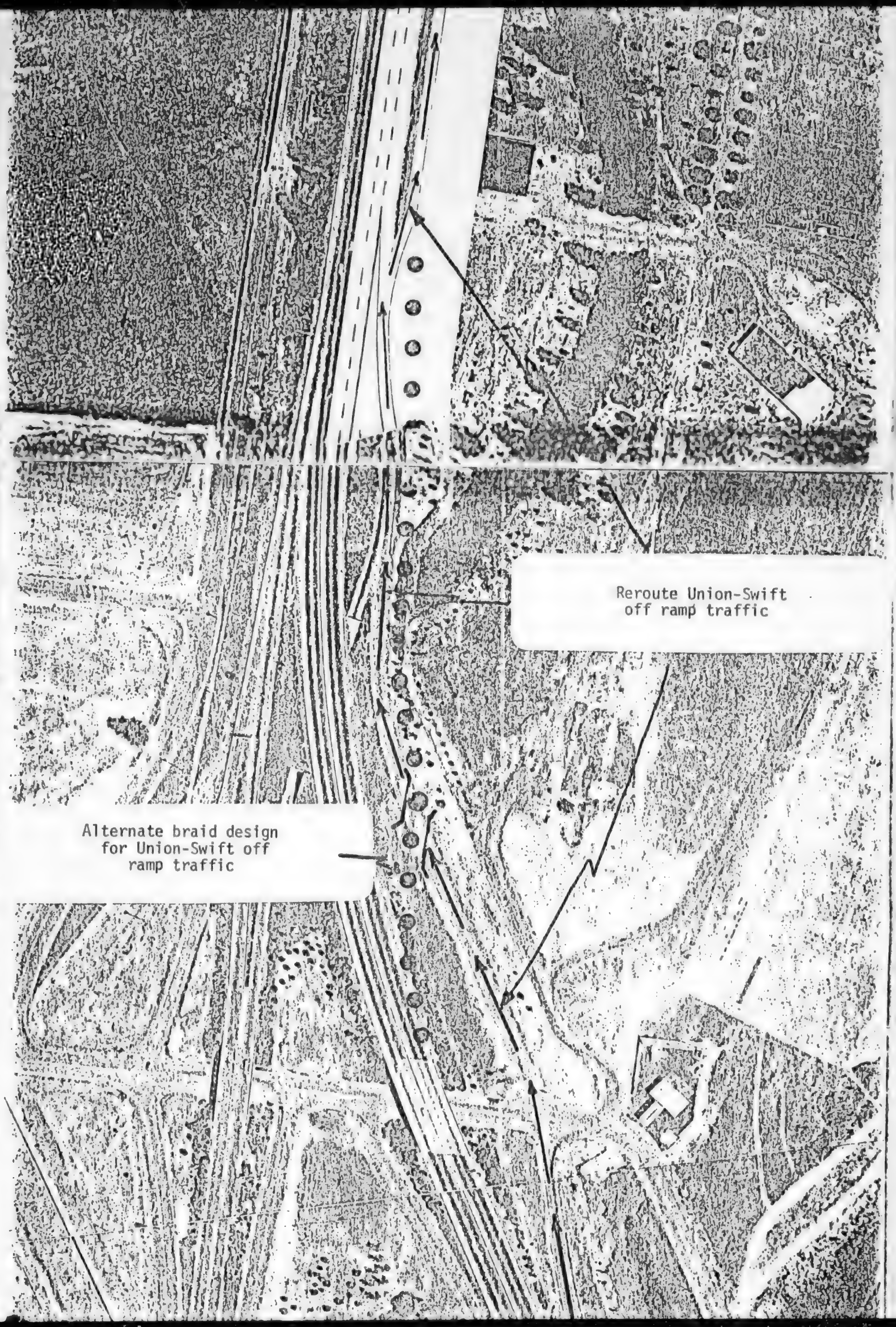


Figure IV

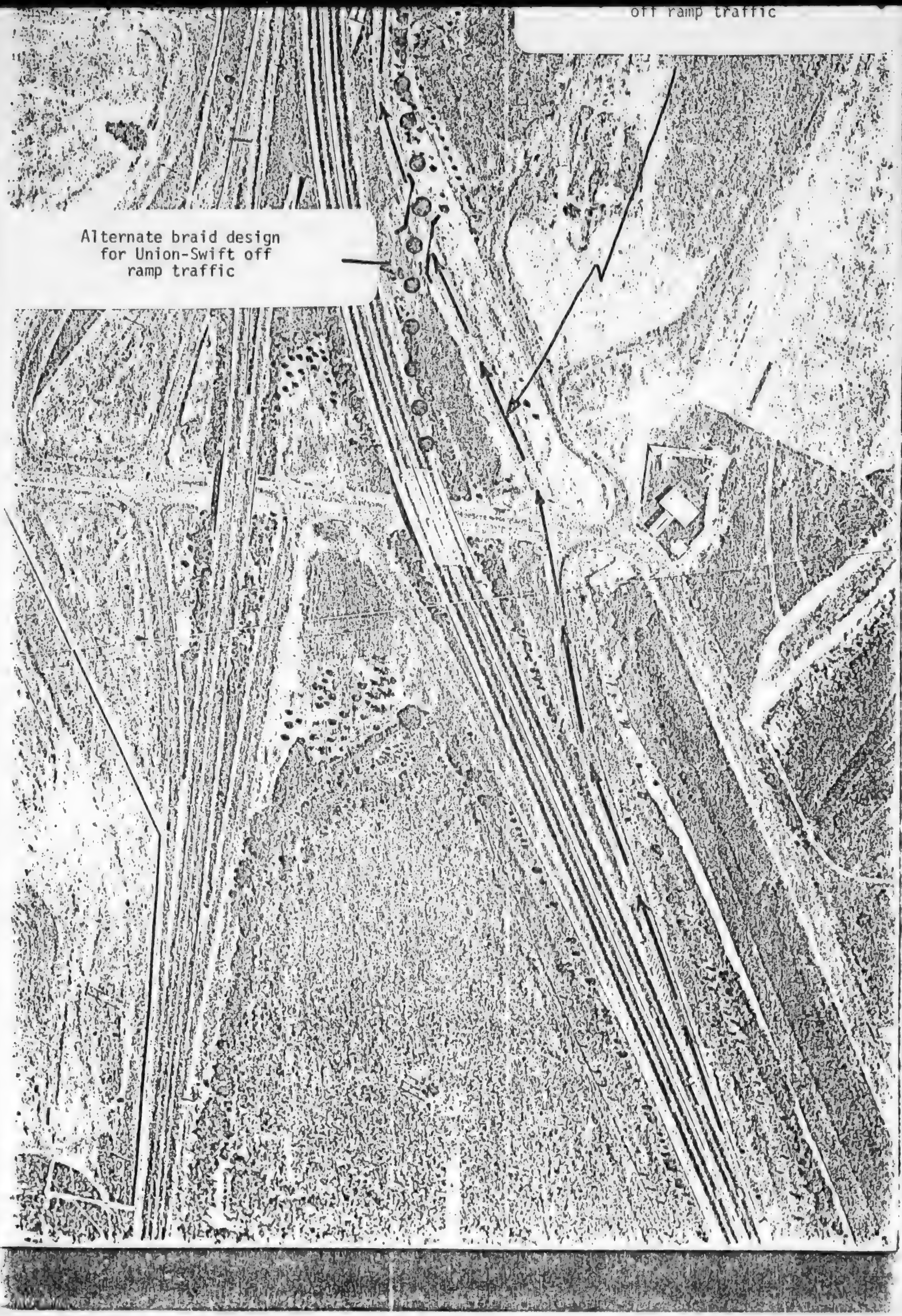
FIGURE V
I-5 NORTHBOUND
DENVER-UNION-SWIFT SECTION




Reroute Union-Swift
off ramp traffic
Alternate braid design
for Union-Swift off
ramp traffic

off ramp traffic

Alternate braid design
for Union-Swift off
ramp traffic



XXX A.M. Peak Hour (1974)
(XXX) P.M. Peak Hour (1974)
Improvements

N

Lombard St.

200 (160)

450 (350)

Lombard St.

210 (220)

250 (240)

900'

900'

1200'

Portland Blvd.

130 (90)

50 (110)

350 (600)

Portland Blvd.

1600'

550 (380)

1600'

1800'

Missouri C-D

Minnesota C-D

(3000)

(3400)

3000

3500

800'

XXX A.M. Peak Hour (1974)
(XXX) P.M. Peak Hour (1974)
Improvements

Figure VI

N

Lombard St.

210 (220)

250 (240)

900'

900'

50 (110)

1200'

350 (600) Portland Blvd.

1600'

50 (40)

Missouri St. C-D

(3000)

(3400)

3000

3500

800'

1200'

1600'

1800'

450 (350)

Lombard St.

Lombard St.

130 (90)

Portland Blvd.

550 (380)

400 (180)

Minnesota St. C-D

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 13, 1975

Portland, OR 97213

FILE: 626-1923-100

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Jantzen Beach interchange
Pacific East undercrossing
I-5

TO: E. S. HUNTER
Assistant State Highway Engineer
Design

To my best knowledge the subject project is currently in limbo.

The project is scheduled for construction next year, however.

The project is affected by the Interim Transportation Plan, anticipated to be adopted by the CRAG Board of Directors, June 18, which shows a busway facility on I-5.

In previous correspondence I have requested consideration be given to addressing the traffic volumes and projected traffic volumes. John Hanks has produced projected volumes indicating a necessity for an additional lane between the Denver-Swift interchange and the Jantzen Beach interchange.

For your further consideration, please find attached photos obtained during the p.m. rush hours on May 30, 1975. Photo #1 is a view of the northerly ramp to the East Fremont interchange; photo #2, Columbia Boulevard interchange; photo #3, Delta Park interchange; photo #4, Denver Avenue on-ramp; photo #5, Denver-Swift interchange; photo #7, Jantzen Beach interchange; photo #8, Interstate Bridge.

I believe these pictures depict problem areas with the traffic and do substantiate John Hanks'traffic analysis exactly, indicating the need for additional capacity. In fact, the problem areas are the areas between the Denver Avenue access northbound to I-5, and the Jantzen Beach interchange; the level of service does improve on the Interstate Bridge.

I have not had sufficient copies of the photos made for distribution. If appropriate, please pass these to Hal Versteeg whose section has asked for futther indication to backup John Hanks ' report.

ebg

cc: J. H. Versteeg
John Hanks

7-29-75
Hal
Look at Hanks
new traffic projections.
Then lets discuss.
Ed

RECEIVED
JUL 29 1975
OFFICE OF
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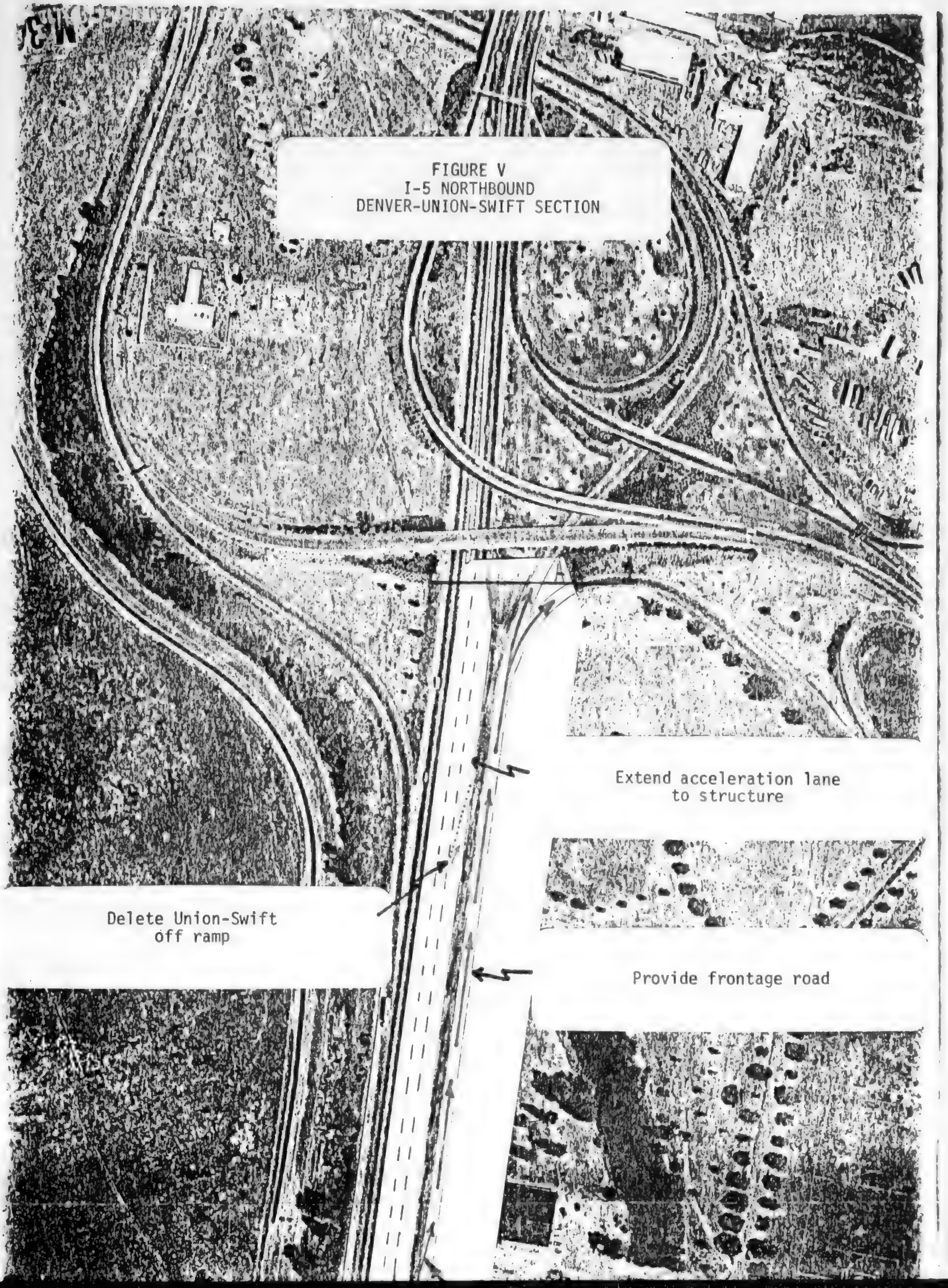

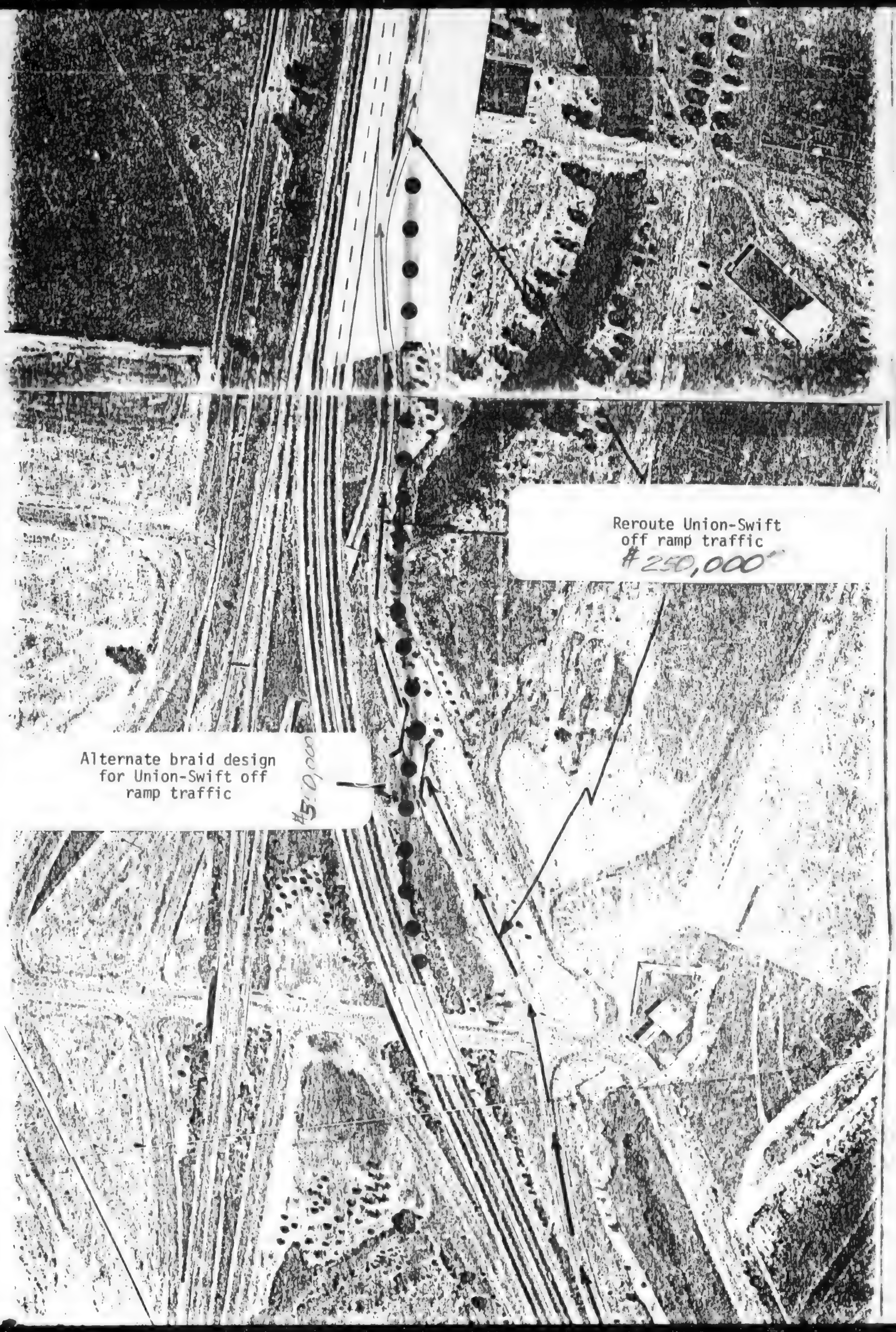
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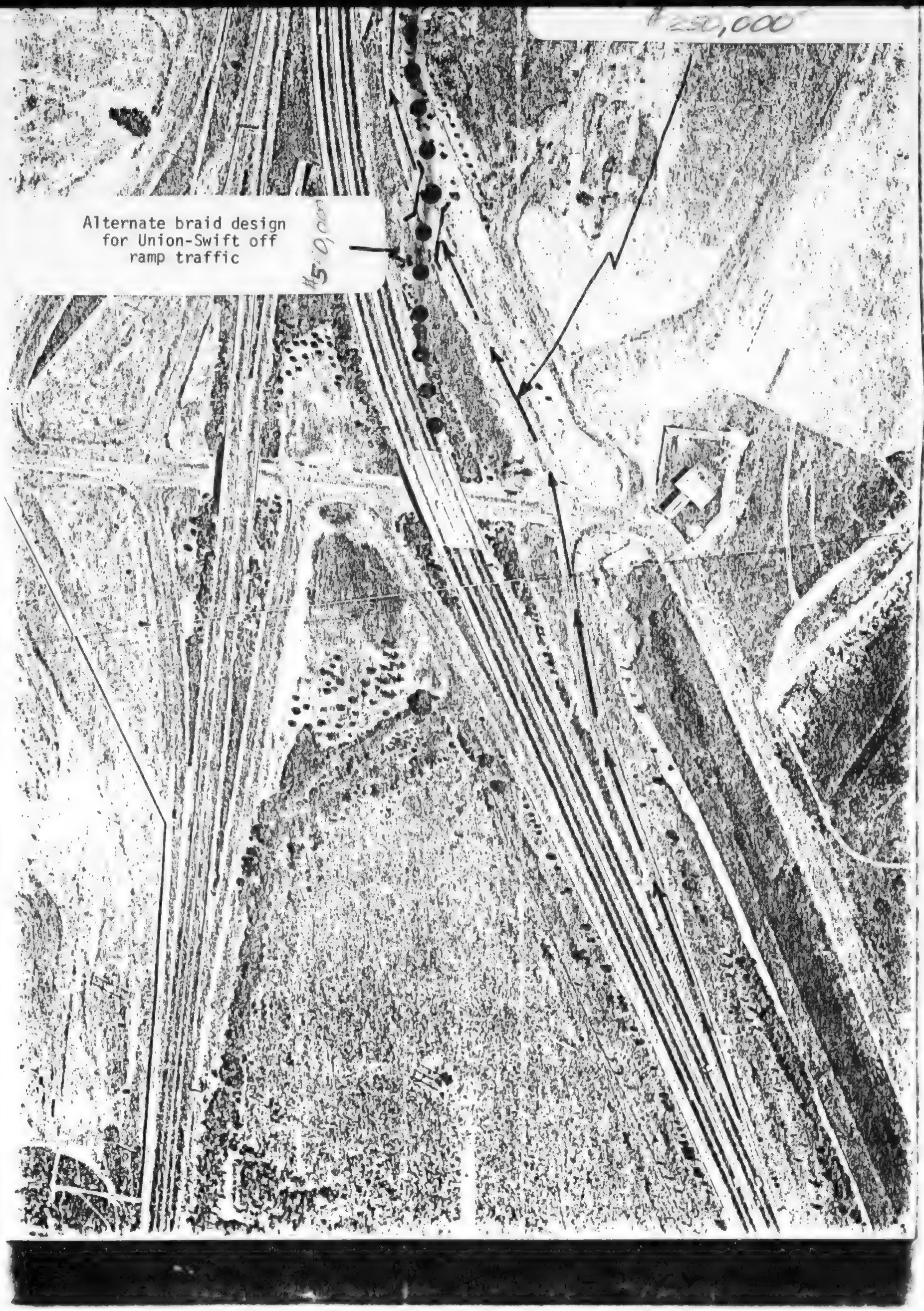
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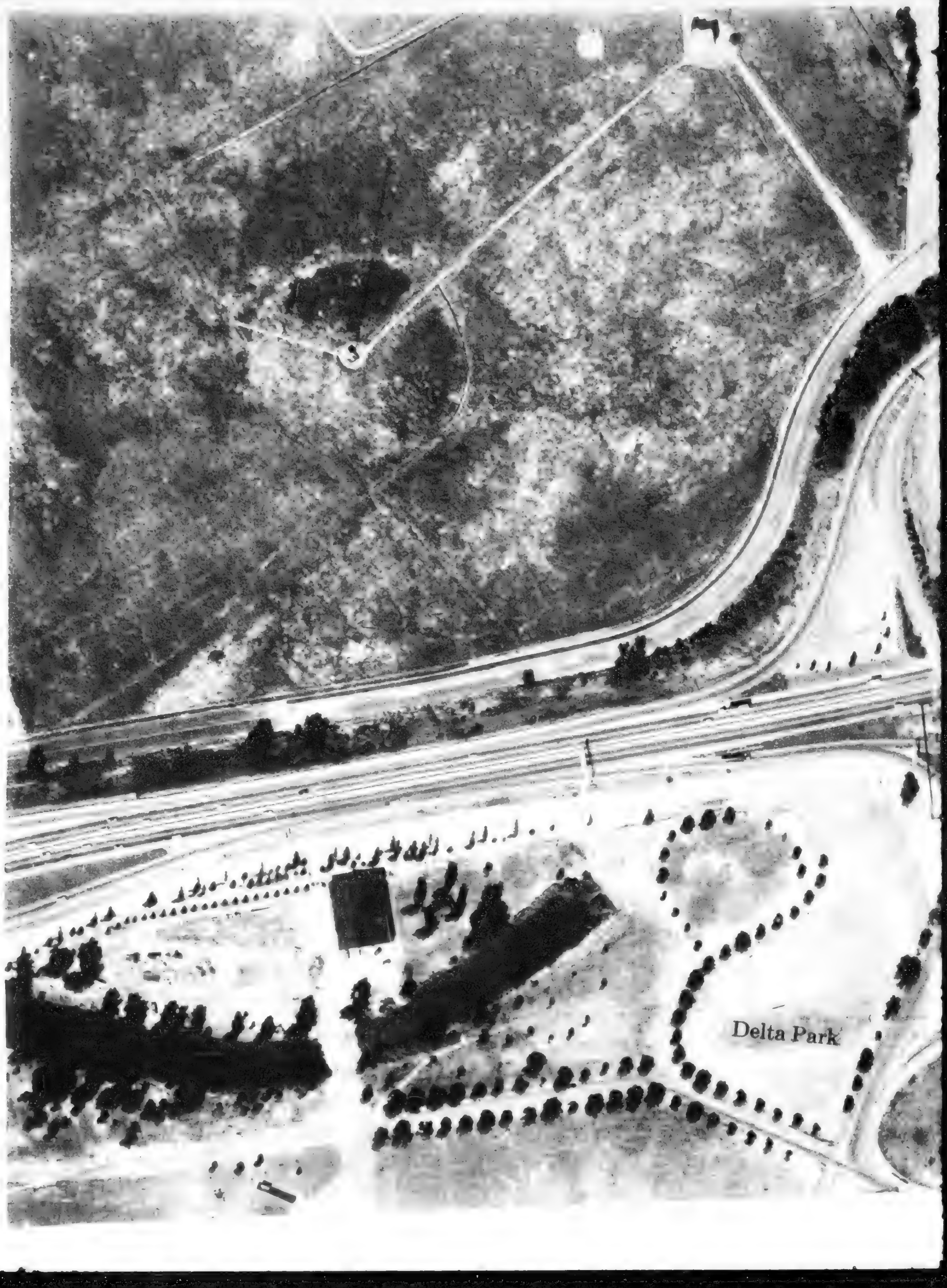
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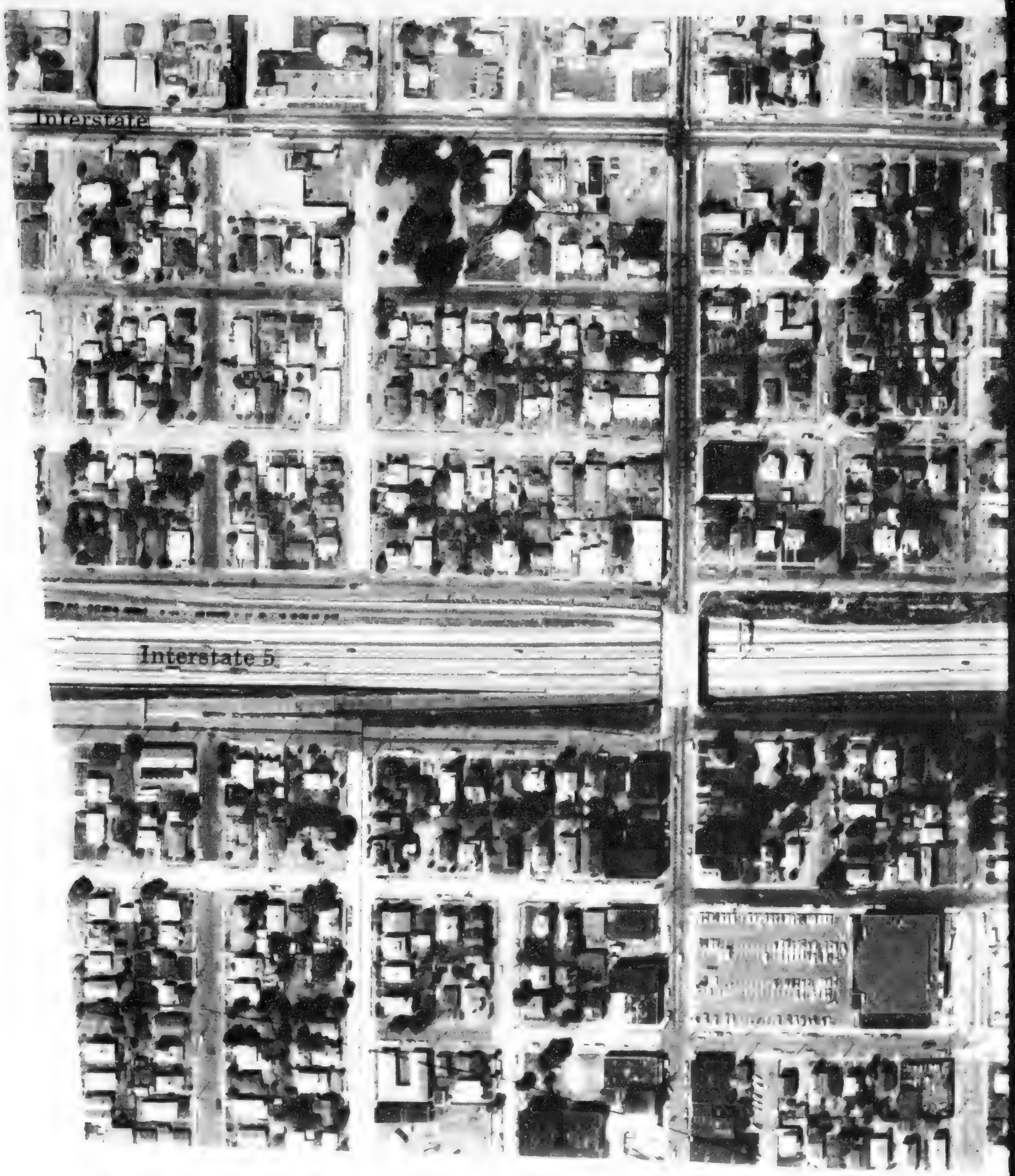
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CARL H. BUTTKE
CONSULTING ENGINEER

P.O. BOX 636 ■ PORTLAND, OREGON 97207 ■ 503 / 223-4728

Report on

TRANSPORTATION, ACCESS AND CIRCULATION

HAYDEN ISLAND

Multnomah County, Oregon

For: Hayden Island, Inc.

Prepared by: Carl H. Buttke, P.E.

August 15, 1975

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CARL H. BUTTKE
CONSULTING ENGINEER

P.O. BOX 636 ■ PORTLAND, OREGON 97207 ■ 503 / 223-4728

August 15, 1975

Mr. L. W. Buell
President
Hayden Island, Inc.
Highway 5 at Jantzen Beach
Portland, Oregon 97217

Re: Hayden Island - Transportation, Access and Circulation

Dear Mr. Buell:

This report concerning transportation, access and internal circulation for Hayden Island is submitted in accordance with our agreement of February 26, 1975.

This report contains a transportation analysis of the existing Island and for the Island when fully developed according to a preliminary or potential development plan. Estimates of the amount of traffic generated by each individual building have been made together with the assignment of this traffic to the Island street system and to I-5. The effects of increased public transportation service and ridership and of increased carpooling have also been made. Improvements in the transportation system serving Hayden Island are also contained in the report.

I wish to express my appreciation for the assistance provided by the Traffic Engineering staffs of the Multnomah County Department of Public Works and the Oregon State Highway Division in making the traffic counts on the Island and on Interstate 5.

At your request, I am copyrighting this report. However, this copyright will not pertain to any public agencies receiving this report.

Should you have any questions concerning this report, please contact me at your convenience. I appreciate the opportunity to have been of service to Hayden Island, Inc. on this project.

Sincerely,

Carl H. Buttke

Carl H. Buttke, P.E.

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PREFACE[1]

Hayden Island, Inc. is engaged in a comprehensive plan study for the area east of the Burlington Northern railroad tracks to the east tip of Hayden Island. Multnomah County currently has a comprehensive plan for Hayden Island which shows the Rivergate Freeway serving the Island. That freeway is no longer part of the CRAG regional transportation system. The plan also shows heavy industrial development for the entire area on Hayden Island west of the railroad tracks. The natural constraints of this property suggest it as rural or conservation by nature of its periodic river inundation.

Under Oregon State law all cities and counties must have comprehensive plans by January 1, 1976. These plans must meet State defined goals and guidelines and must be used to guide development within the local jurisdiction. Multnomah County is presently in the process of updating the County comprehensive plan in an effort to meet these regulations. In conjunction with this process Hayden Island, Inc. is presently conducting its own long range (next 10 years) land use planning program. The program is designed to produce a new comprehensive plan for the Island, which will guide future zone changes and, consequently, development. Briefly, the goal is to create a

---

[1]Source: Hayden Island, Inc.

pleasing community on the Island and provide a development program that is designed to maximize social and economic benefits.

Therefore, while both parallel planning studies--County and Hayden Island, Inc.--are in progress a potential full development plan was assumed for purposes of testing or measuring the existing transportation system capacity. Beyond the already existing $40,000,000 of development about 180 acres are vacant with considerable portions being zoned either C-2, commercial, or A-2, multiple family dwelling. The assumed potential plan then includes the development of these zoned lands and some industrial development of the vacant area east of the railroad tracks and west of the existing shopping center.

SUMMARY

Hayden Island is a residential, commercial and recreational development located on the Columbia River. The Island is partially developed today. Currently, there are 740 dwelling units located on the Island and 1,500 people are employed there. A preliminary or potential development plan has been analyzed to determine the transportation impact and requirements. With that plan, nearly 5,200 people would be employed on the Island.

Surveys of people working on the Island indicate that 62 percent of the employees live in the State of Washington, five percent live on Hayden Island and the remaining 33 percent live in Oregon south of Hayden Island. The average travel distance to work for all employees on the Island is measured at approximately eight miles. Those living in the State of Washington travel approximately seven miles to work on Hayden Island, or nearly half the distance other commuters from the State of Washington travel to work in the Portland area.

In 1975 approximately 28,000 two-way vehicle trips were measured entering and leaving Hayden Island via I-5 on a typical weekday. That is, 14,000 vehicles entered Hayden Island daily from I-5. During the P.M. peak hour, the time period of heaviest traffic flow, both on Hayden Island and

I-5, approximately 1,200 vehicles enter Hayden Island and 1,200 leave Hayden Island.

The transportation analysis of the potential development plan indicates that P.M. peak hour traffic would double in volume upon full development of the Island about 1985.

The Island's internal street system--existing and planned--is capable of accommodating this increase in traffic. The forecast traffic volume in the most critical area on the Island is estimated to utilize 91 percent of the street capacity. However, the following improvements to the street system are recommended to reduce traffic conflicts, congestion and improve internal circulation:

1. Improve the State Frontage Road System serving the I-5 interchange and internal streets by signalizing all intersections with the State Frontage Road System and by providing left turn storage lanes at the intersections with Hayden Island Drive. See Figure 12, page 66. It is further recommended that a full "T" intersection be developed at the connector between Jantzen Avenue and the East Frontage Road. This intersection should be signalized and interconnected with the other East Frontage Road signals.

2. Tomahawk Island Drive be improved between the State East Frontage Road and Jantzen Avenue by removing all driveways except for one right turn entrance to the supermarket. See Figure 13, page 69.

3. Jantzen Avenue be improved between Tomahawk Island Drive and the I-5 overpass by installing more curbing to better delineate the roadway and reduce the number of driveway openings.

It is concluded that the Oregon Slough Bridge on I-5 is currently and is forecast to continue to be the critical link or bottleneck in the capacity of the section of I-5 between Vancouver and the Union-Swift Interchange. Without improving this bottleneck, and independent of further development on Hayden Island, an unused capacity on the Interstate Bridge in the northbound direction could result, as well as long traffic queues to the south of the Slough Bridge during the P.M. peak hour. Widening the Oregon Slough Bridge from the existing six lanes to eight lanes between the Hayden Island and Union-Swift Interchanges will provide a uniform capacity of approximately 5,600 vehicles per hour between Vancouver and the Union-Swift Interchange. At the Union-Swift Interchange, northbound traffic is regulated by the two northbound I-5 lanes with a capacity of 3,800 vehicles per hour and the entrance lane from Union Avenue and Swift Street with a capacity of approximately 1,900 vehicles per hour.

It is further concluded that the capacity of the interchange between I-5 and Hayden Island would be reached, but not exceeded, by the potential development of the Island.

It is further recommended that public transportation service to and from Hayden Island be improved considerably, especially to and from Clark County. Express bus service between Hayden Island and points throughout Clark County should be provided to serve the commuter from the State of Washington.

Additional improvements in carpooling and pedestrian facilities are also recommended.

In conclusion, this transportation analysis indicates that the potential full development of Hayden Island can be adequately served by I-5 and by increased transit service and carpooling.

Because of its location, the majority of workers on the Island are expected to live in the State of Washington. The further development of Hayden Island with employment opportunities appears beneficial to both the States of Washington and Oregon. For the State of Washington, commuters to Oregon would travel half the distance to Hayden Island as compared to those working in other locations in the Portland area. For the State of Oregon, those working on Hayden Island would commute to and from the Island in the reverse direction of the heavy traffic flow. Also, the interception of commuters from the State of Washington at Hayden Island would preserve a portion of the freeway capacity south of the Columbia River for local use.

INTRODUCTION

This report concerning transportation, access and internal traffic circulation for Hayden Island is submitted in accordance with our agreement of February 26, 1975.

Hayden Island, Inc. is currently preparing a comprehensive plan for the full development of the Island. A preliminary or potential development plan has been established to determine the transportation impact and requirements.

The purpose of this report is to provide an assessment of the transportation impact of future development on Hayden Island, and to determine the traffic and public transportation requirements to serve the Island's internal circulation needs as well as the access for the Island.

LAND USE

Hayden Island is a residential, commercial and recreational development located on the Columbia River along Interstate Highway 5. See Figure 1.

As indicated on Table 1, there exist 740 dwelling units in two-bedroom apartments, waterfront condominiums, mobile home parks for adults only and for families with children and in houseboats on the River. It is planned that 923 dwelling units will be occupied within the next ten years.

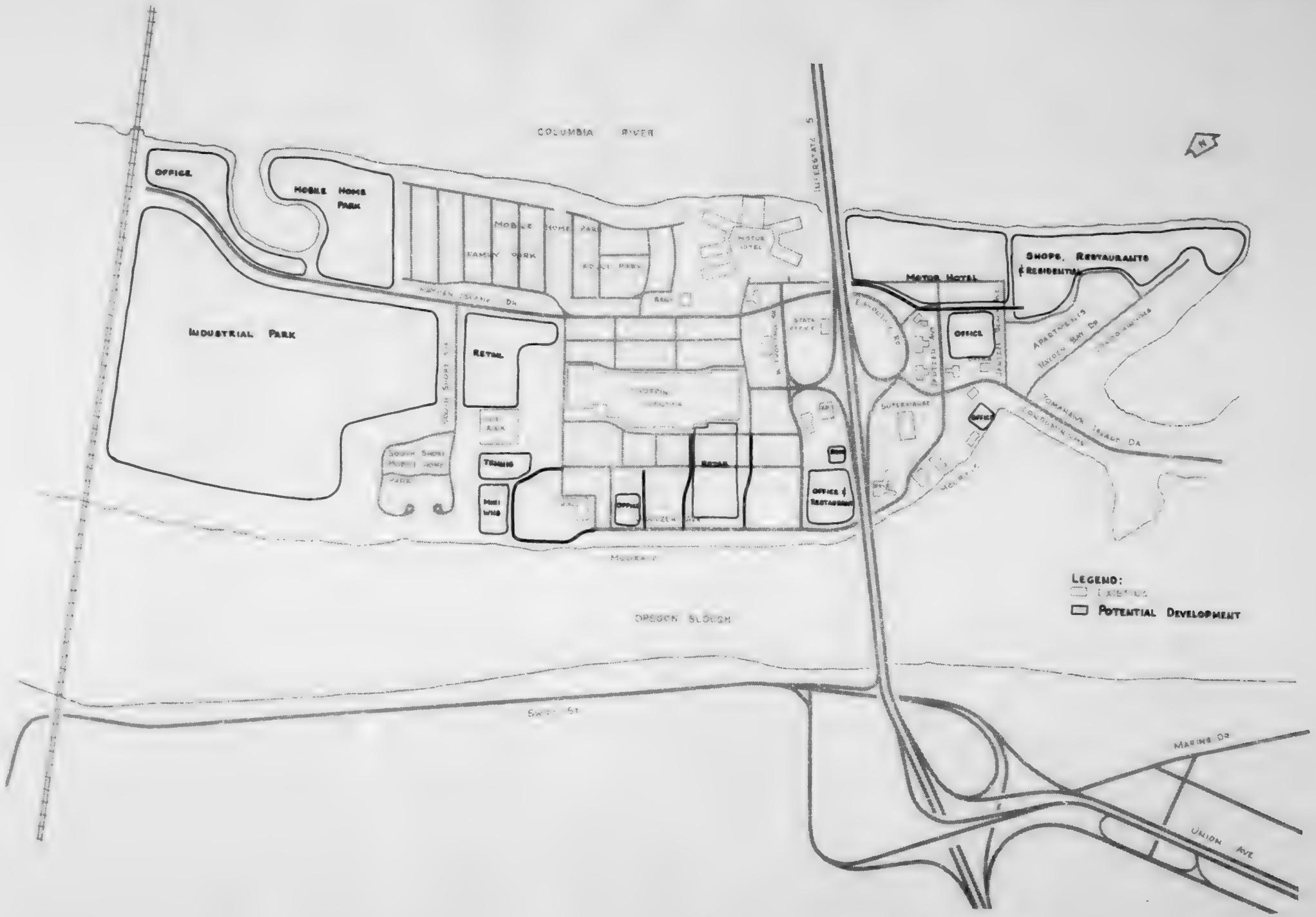

FIGURE 1
LAND USE

CARL H. BUTTKE

10

TABLE 1

EXISTING AND PROPOSED DEVELOPMENT

	1975	Potential Development
Residential		
Apartments & Condominiums	247 units	287 units
Mobile Homes	329 units	443 units
Houseboats	164 units	193 units
Subtotal	740 units	923 units
Retail	451,000 GSF	916,000 GSF
Restaurants	11,700 GSF	47,000 GSF
Service Stations	6 units	6 units
Office	4,000 GSF	239,000 GSF
Motor Hotel	279 rooms	647 rooms
Industrial Park	-	90 acres
Mini Warehouse	-	40,000 GSF
State Office	8,000 GSF	8,000 GSF
Moorage	751 slips	751 slips
Bowling Lanes	32 lanes	32 lanes
Ice Rink	78,000 GSF	78,000 GSF
Theatre	13,100 GSF	13,100 GSF
Tennis Courts	-	6 Courts
Overnight Camping	50 spaces	50 spaces

GSF = Gross Square Feet

Retail activities on the Island consist of a 413,000 gross square foot (G.S.F.) regional shopping center, boat sales and repair, service stations, a supermarket and a bank.

Within the next few years it is anticipated that the retail space will double in size primarily at the shopping center. A small complex of specialty shops and restaurants is planned at the northeast tip of Hayden Island. See Figure 1.

Office building space is planned to be developed within the next ten years from the existing 4,000 G.S.F. of space used by Hayden Island, Inc. to some 239,000 G.S.F. of general office space.

The existing motor hotel of 279 rooms and convention facilities is currently undergoing an expansion of 68 additional rooms. A second motor hotel of some 300 rooms plus convention facilities is scheduled for construction within the next year on land already zoned for this use.

It is planned that some 90 acres adjacent and east of the Burlington Northern Railroad tracks will be developed into an industrial park containing primarily warehouse and distribution type facilities.

There exists one yacht club with 103 boat slips and boathouses. Public moorage consisting of 648 boat slips and boathouses is also provided. No expansion of these facilities is planned.

The area west of the Burlington Northern railroad tracks is currently undeveloped with no plans for development.

Tomahawk Island immediately to the east of Hayden Island with access via Tomahawk Drive today is primarily undeveloped but does contain 30 dwelling units, 70 boat slips and approximately 9,000 square feet of space in boat repair service. It is assumed for this transportation analysis that Tomahawk Island will develop with water recreation uses. By 1985 it is projected that some 70 dwelling units will exist, 870 boat slips and 34,000 G.S.F. of boat sales and service facilities.

In 1975 slightly over 1,500 people were employed on Hayden Island. Upon total development and occupancy of the Island, as previously described, nearly 5,200 people would be employed on the Island.

ACCESS AND CIRCULATION

The primary access for Hayden Island is provided by Interstate Highway 5 (I-5) with one interchange. It provides access for automobiles, buses and trucks. The Burlington Northern Railroad also passes over the Island between Oregon and Washington but presently does not have a siding on the Island. A third source of access is by water, but today it is being used primarily for recreational purposes.

Interstate 5

Interstate 5 is the major north-south freeway on the West Coast. Through Portland it varies in width between four and six lanes with some short eight-lane sections in the vicinity of major interchanges. Throughout Vancouver I-5 is a four-

lane freeway. On Hayden Island, the Interstate Bridge and Oregon Slough Bridge, I-5 is six lanes wide. Immediately south of the Slough, it reduces to four lanes at the interchange with Union Avenue and Swift Street. Also, at the north end of Interstate Bridge, I-5 reduces to four lanes at the interchange with the Lewis and Clark Highway and downtown Vancouver.

It is currently planned that I-5 in Vancouver between Interstate Bridge and the Hazel Dell Interchange will be widened to six lanes. Because of the recent action of the Washington Legislature, the schedule for widening I-5 has become indefinite. It was previously planned that construction would start this fall. In any case, it can be expected that I-5 in Vancouver will not be completed as a six-lane freeway for at least five more years.

The Oregon State Highway Division is planning to improve the Oregon Slough Bridge and the Union-Swift Interchange with I-5. It has not been resolved as to the final geometrics of the improvement and whether or not the Slough Bridge will be widened from six to eight lanes. Widening the Slough Bridge between the interchanges with Hayden Island and Union Avenue-Swift Street would increase the capacity of the straight-through and weave movements on the bridge. It is tentatively scheduled for construction at the end of 1975 or early 1976.

The Columbia Region Association of Governments (CRAG) in cooperation with the Oregon Department of Transportation, the Washington State Department of Highways, and TRI-MET is currently analyzing the I-5 corridor between Clark County and downtown Portland. Discussions with the CRAG staff indicate that they will recommend to the CRAG Board that the lane configuration of I-5 south of the Hayden Island Interchange be modified to include high occupancy lanes adjacent to the median. These lanes, one in each direction, would be reserved for buses and other vehicles with several people in them. The lane widths may be reduced to install these high occupancy lanes in addition to the existing number of lanes.

Internal Traffic Circulation

The internal traffic circulation system is shown on Figure 2. together with the street widths. The primary circulation on the Island occurs on Hayden Island Drive and Tomahawk Island Drive interconnected by the interchange frontage road system. Minor traffic circulation and access to abutting property is also provided on the local roadways immediately south of the motor hotel and by Jantzen Avenue. These minor roads adjacent to the major streets are ideal for providing access to the land without conflicting with the heavy traffic movements oriented to and from I-5.

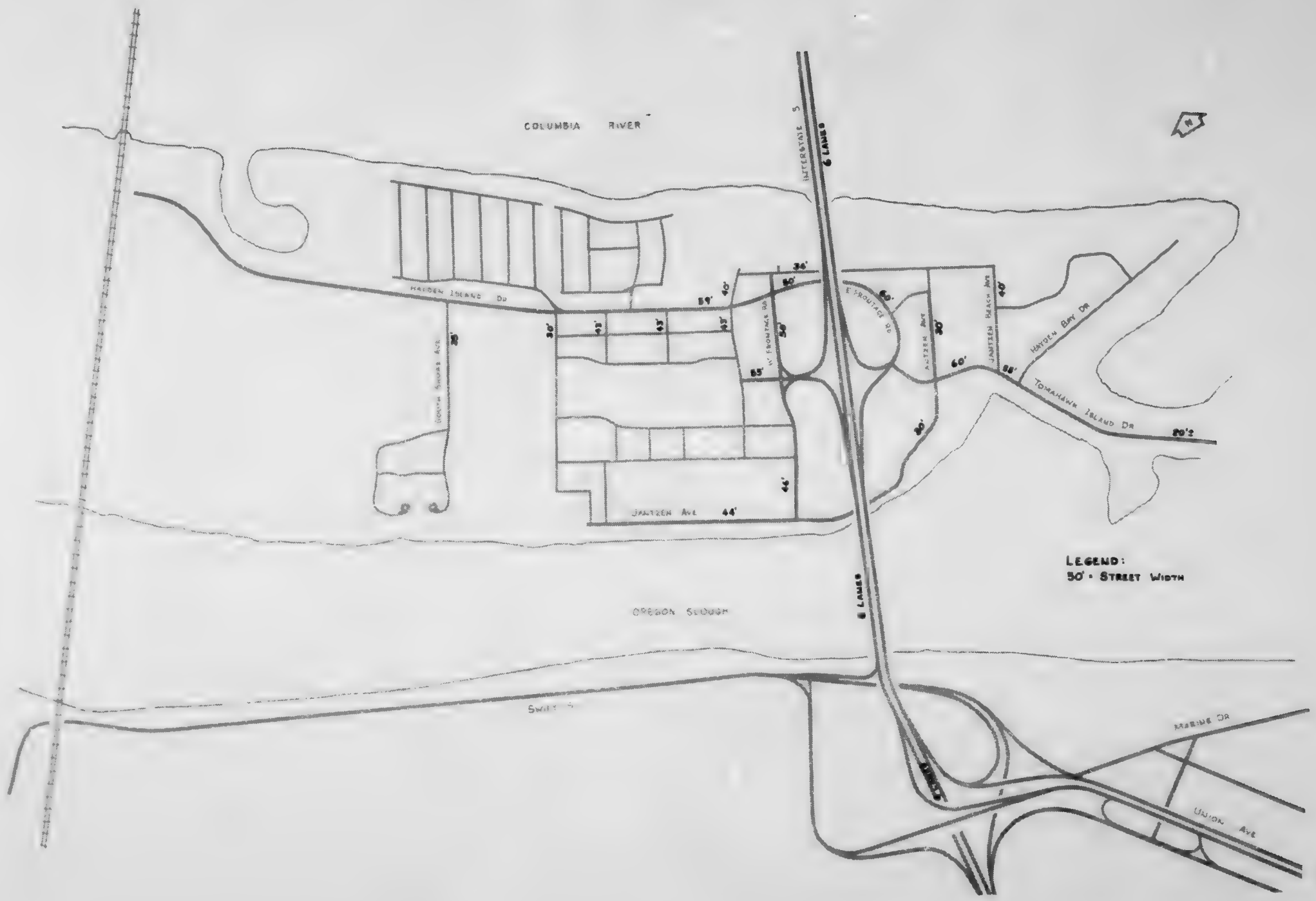

FIGURE 2
INTERNAL CIRCULATION

CARL H. BUTTKE

Hayden Island Drive is a Multnomah County Road and Tomahawk Island Drive is dedicated to the County. The East and West Frontage Roads connecting with the I-5 ramps are state owned and maintained. All other roads are privately owned and maintained by Hayden Island, Inc.

Public Transportation

Public transportation to and from the Island is provided by TRI-MET and the Vancouver-Portland Bus Company.

The TRI-MET No. 6 (Union Avenue) Line circulates through the Island as shown on Figure 3. The No. 6 Line operates between Hayden Island and downtown Portland via Union Avenue and then to the Sellwood area in southeast Portland via Milwaukie Avenue. The trip between Hayden Island and downtown Portland is scheduled to require about 40 minutes travel time.

During the midday on weekdays, TRI-MET operates at a frequency of every 25 minutes between buses. During peak periods its frequency varies between 10 and 15 minutes. On Saturdays TRI-MET offers 30-minute service and on Sundays, 60-minute service.

Between Hayden Island and N. E. Broadway, transfers to other cross-town lines can be made only with the No.'s 28, 71 and 75 Lines. The No. 71 Line serves Swan Island at a 45-minute frequency.

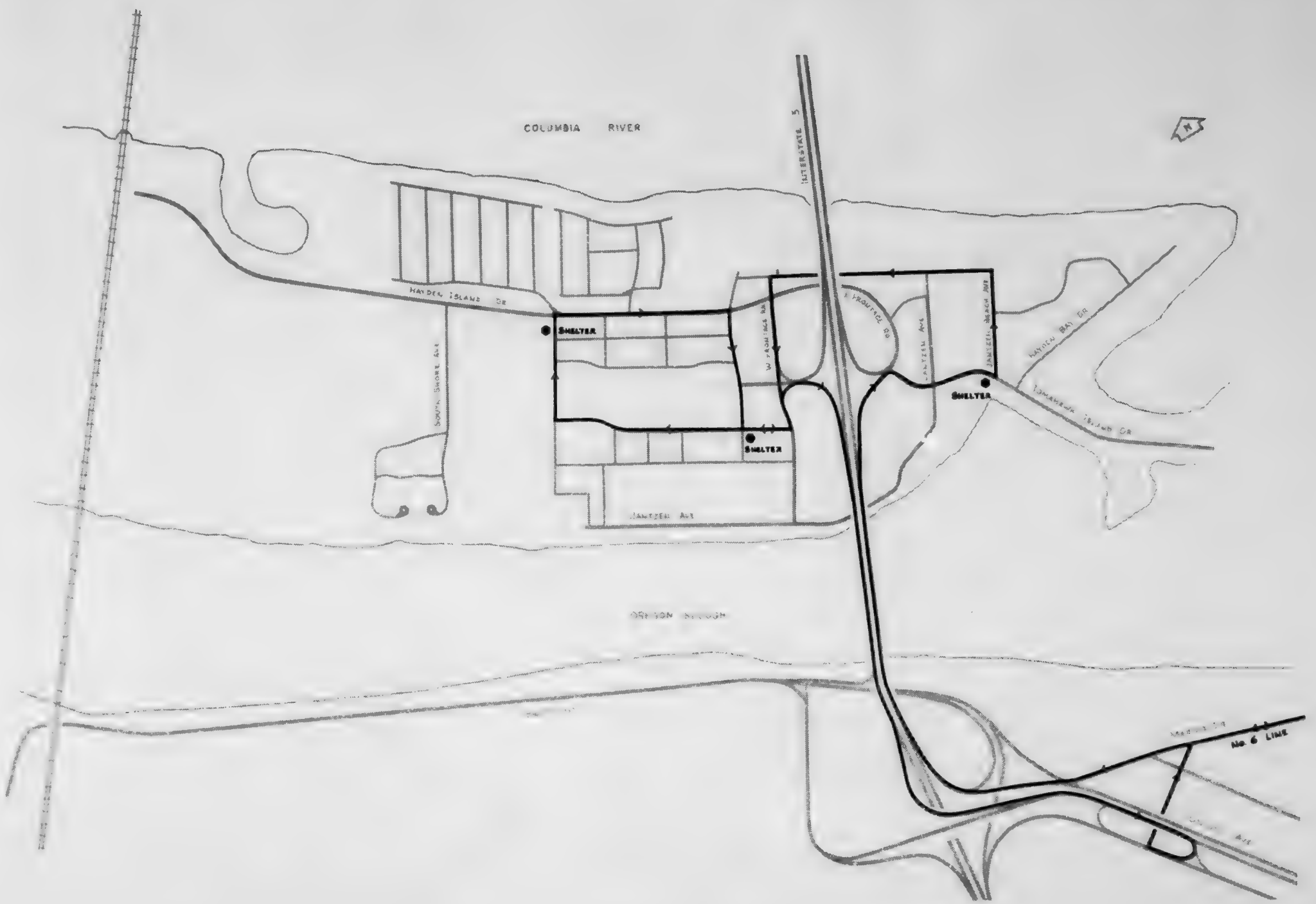

FIGURE 3
TRI-MET ROUTING

CARL H. GUTTKE

Public transportation service between Hayden Island, downtown Portland and points within the Union Avenue corridor is quite good at present with the one exception that it takes nearly twice the time to travel by bus than by automobile.

The Vancouver-Portland Bus Company stops at Hayden Island enroute between Vancouver and downtown Portland only to transport people between Vancouver and Hayden Island. During peak hours its buses stop on the Island at about 30-minute intervals. Other buses operate express on I-5 without stopping at Hayden Island because the ridership to and from Hayden Island is quite low.

Improvements in transit service in the I-5 corridor serving Portland, Hayden Island and the Vancouver area are presently uncommitted. The Interim Transportation Plan for the Portland-Vancouver Metropolitan Area adopted by the Board of Directors of CRAG on June 18, 1975, indicates express bus service between Vancouver and Portland in one unified system with park-and-ride stations and major stops in Clark County and major stops in Portland.

Rail Service

The Burlington Northern Railroad main line passes through Hayden Island with a double-track Columbia River and Slough crossing. Because it is the only railroad crossing of the

Columbia River in the Portland area, it also serves the Union Pacific, Milwaukee Road and Southern Pacific. Amtrak passenger service between Portland and Seattle is also routed over this bridge. A recent report by the Public Utility Commission of Oregon on Light Rail Transit for the Portland Area indicated that on the average 55 to 70 through trains per day cross this bridge. In addition, numerous switching movements are made along the routes to and from the Columbia River crossing. It further stated, "Because of the volume of railroad traffic presently carried over these lines and the necessity of making two river crossings (Columbia and Willamette) rail traffic is already frequently delayed along these corridors. The addition of frequent commuter service to these already heavily used routes does not appear feasible and might very well seriously impair the flow of vital rail traffic to and from the Portland area."[1]

Water

Currently, all use of water as access for Hayden Island has been for the use of recreation with over 750 boat slips located on the Island.

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[1] Light Rail Transit, Portland Area Rail Corridor Study, Prepared by Railroad Division Public Utility Commissioner of Oregon, November, 1973.

TRAFFIC PATTERN

The present traffic pattern on the Island was determined by measurements of current traffic activity related to individual buildings and on streets throughout the Island, a travel survey of all employees on the Island, interviews with managers of businesses on the Island, and from travel forecasts made by the Oregon Department of Transportation.

1975 Traffic

The current traffic volume on all major streets on the Island, access points to major buildings or land uses and on the freeway were made during April of 1975 with automatic recording traffic counters. Manual counts during peak periods of traffic activity were also made at the major intersections on the Island. The 1975 average weekday traffic and P.M. peak hour traffic which occurs between 4:30 and 5:30 p.m. between Monday and Friday is shown on Figure 4.

I-5: A permanent traffic counter is maintained on Interstate Bridge by the Oregon State Highway Division. Hourly and daily traffic volume by direction are therefore available for I-5 immediately north of Hayden Island. As indicated on Table 2, a steady increase in the average daily traffic has been occurring with a doubling in volume during the past 10 years. A decrease was registered in 1974 because of the gasoline

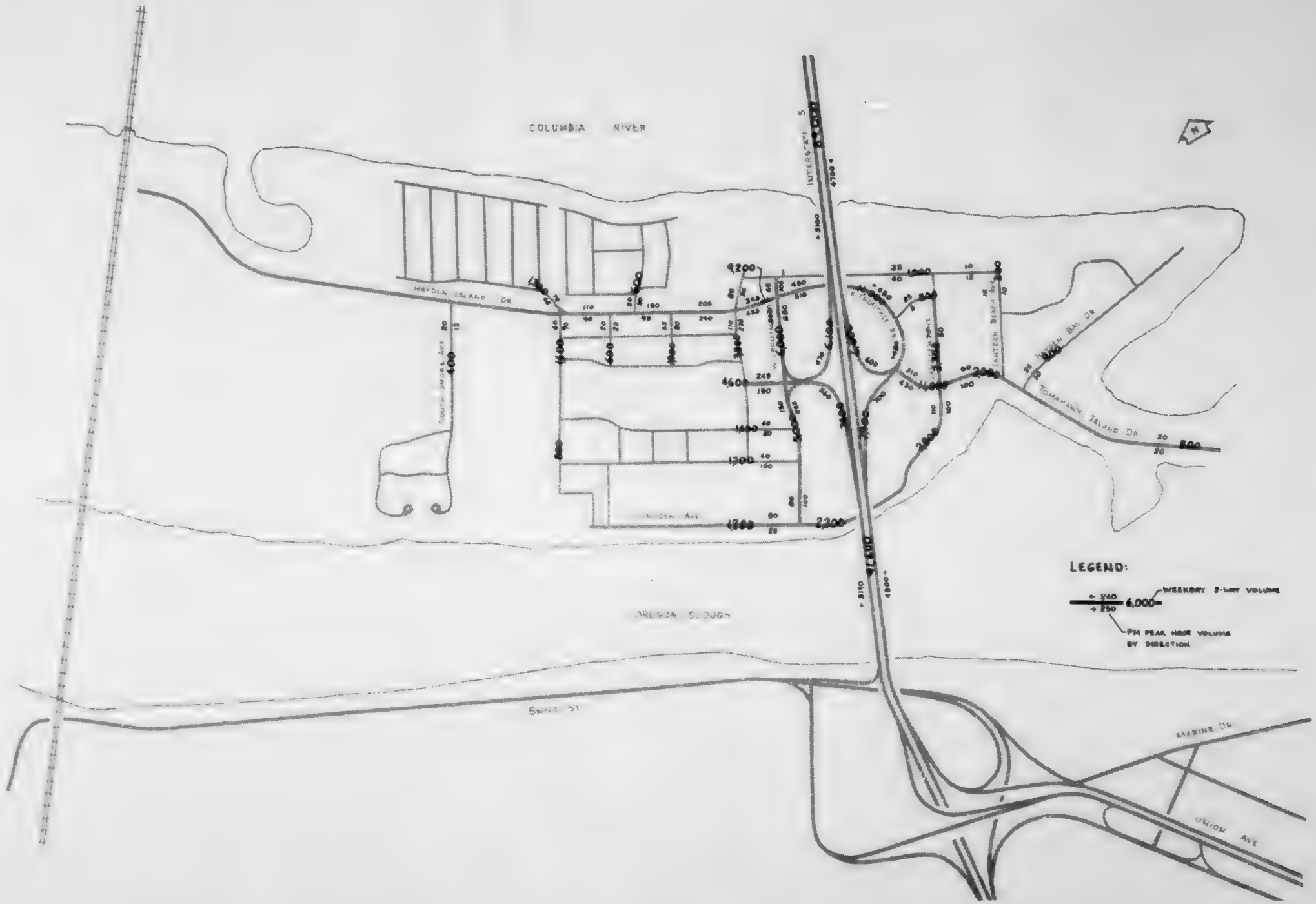

FIGURE 4
1975 TRAFFIC

CARL H. BUTTKE

TABLE 2

TRAFFIC VOLUME GROWTH ON INTERSTATE BRIDGE

	Average Daily Traffic
1961	33,537
1962	36,156
1963	36,263
1964	38,324
1965	41,446
1966	45,755
1967	56,757
1968	60,615
1969	64,248
1970	69,151
1971	73,089
1972	77,845
1973	83,038
1974	81,297

shortage during late 1973 and early 1974. However, traffic volume on Interstate 5 is increasing above the 1973 level.

Traffic on I-5 fluctuates by month of the year because of holidays and vacations and, possibly, weather. Table 3 indicates this fluctuation for the past several years for the average weekday traffic (average of Monday through Friday) which generally is about four percent higher than the average daily traffic (average of everyday volume). The traffic volumes recorded during April and May and during October and November tend to be typical for a yearly average.

During the average weekday in April, some 76,000 vehicles passed over Hayden Island on I-5 without stopping. In addition, approximately 28,000 vehicle trips were measured entering and leaving the Island at I-5 with nearly 13,000 vehicle trips oriented to the north and 15,000 to the south. The average daily volume recorded on Interstate Bridge between Mondays and Fridays of April was 89,000 vehicles.

Peak hour traffic volume on I-5 generally ranges in the following manner on Interstate Bridge during the weekday.

	I-5 Southbound Volume	I-5 Northbound Volume
A.M. Peak Hour 7:00-8:00 a.m.	4,700	2,100
P.M. Peak Hour 4:30-5:30 p.m.	3,100	4,700

TABLE 3

MONTHLY FLUCTUATION IN AVERAGE WEEKDAY TRAFFIC

Interstate Bridge Counter

	1972	1973	1974	1975
January	67,251	73,177	70,979	79,162
February	72,435	80,921	73,525	82,669
March	78,695	85,450	78,269	88,704
April	78,689	87,464	82,661	88,917
May	81,322	86,883	85,036	90,785
June	85,448	92,385	90,148	92,735
July	87,205	91,364	92,494	
August	90,885	95,360	95,694	
September	84,723	87,724	89,855	
October	81,698	85,122	87,762	
November	80,903	83,817	86,853	
December	77,693	83,056	89,538	
Average	80,579	86,060	85,234	

Internal Street Traffic: Traffic volumes on the freeway frontage roads, Hayden Island Drive and the west end of Tomahawk Island Drive are the heaviest on the Island with volumes slightly under or over 10,000 vehicles per weekday (see Figure 4). The next heaviest volume roadway is the access to Jantzen Beach Center directly opposite the I-5 southbound ramps where approximately one-third the shopping center traffic enters and leaves. The P.M. peak hour volume is generally 8 to 10 percent of the weekday volume. As indicated on Table 4 traffic volumes generally increase all day long, peaking between 3:00 and 6:00 p.m. and then decreasing again except for a minor early evening peak caused by traffic going to and from Jantzen Beach Center. This traffic count tally on Hayden Island Drive immediately west of the West Frontage Road to I-5 is considered representative of the fluctuations of Island traffic. The typical A.M. peak hour traffic flow between 7:00 and 9:00 a.m. does not occur today on Hayden Island because the traffic generated by Jantzen Beach Center dominates over all the other traffic. Similar characteristics occur on the I-5 ramps as shown below:

	Traffic Volume on I-5 Ramps			
	Southbound		Northbound	
	Off	On	Off	On
7:30-8:30 a.m.	250	370	300	140
4:30-5:30 p.m.	470	560	700	600

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TABLE 4

Traffic Count Tally

CONDUCTED ON HAYDEN ISLAND DR. 200 FEET WEST OF WEST FRONTAGE RD

TYPE OF COUNT : ☒ DIRECTIONAL ☐ 2-WAY DATE BEGUN: 4-14-1975

DIRECTION: EAST BOUND DIRECTION: WEST BOUND

	DATE		4/14	4/15	4/16	4/17	4/18			4/14	4/15	4/16	4/17	4/18	
	DAY	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
A.M.	12-1			31	31	62	36				18	19	33	26	
	1-2			32	22	27	34				25	13	7	12	
	2-3			10	22	18	22				14	7	14	8	
	3-4			9	7	1	10				4	4	9	5	
	4-5			6	5	5	5				5	3	3	6	
	5-6			19	24	19	27				6	7	4	5	
	6-7			52	49	46	48				23	22	17	31	
	7-8			105	123	126	126				52	61	50	61	
	8-9			147	140	127	131				126	99	125	101	
	9-10			125	130	143	152				229	201	197	166	
	10-11		242	241	239	243	228			227	254	272	261	225	
	11-12		330	283	356	320	341			326	291	348	300	319	
P.M.	12-1		415	379	481	394	450			367	377	352	340	379	
	1-2		448	472	465	467				290	319	282	289		
	2-3		425	389	422	457				303	259	365	299		
	3-4		388	428	464	460				266	295	351	301		
	4-5		370	392	432	446				344	333	370	268		
	5-6		369	417	415	370				305	322	363	324		
	6-7		341	319	346	335				287	314	436	295		
	7-8		243	292	330	294				245	262	329	232		
	8-9		284	329	348	317				185	198	232	173		
	9-10		327	318	375	380				100	104	115	81		
	10-11		81	107	125	101				52	56	64	77		
	11-12		56	72	74	67				29	41	39	33		
	TOTAL			4975	5425	5224					3927	4354	3732		

FORM 6

The P.M. peak hour traffic flow through all major intersections and the I-5 interchange are shown on Figure 5, as measured in April, 1975.

Travel Characteristics of Employees

A travel questionnaire was distributed to all employees on Hayden Island to determine their travel characteristics to and from work. At the time of the survey, there were 1,510 employees on the Island and 626 returned usable questionnaires. The questionnaire is shown on Figure A-1 in the Appendix.

Data was tabulated by location of work for use in later trip generation analyses and traffic assignments.

The survey indicated that 62% of the employees lived in the State of Washington, 5 percent on Hayden Island and 33 percent in Oregon south of Hayden Island. The mode of travel to and from work is summarized on Table 5.

TABLE 5

MODE OF TRAVEL TO & FROM WORK

	Percent
Drive Auto	88.3
Passenger of Motorist Working on Hayden Island	3.0
Passenger of Motorist Not Working on Hayden Island	4.0
Bus	2.1
Walk	1.4
Bicycle & Other	1.2
Total	100.0

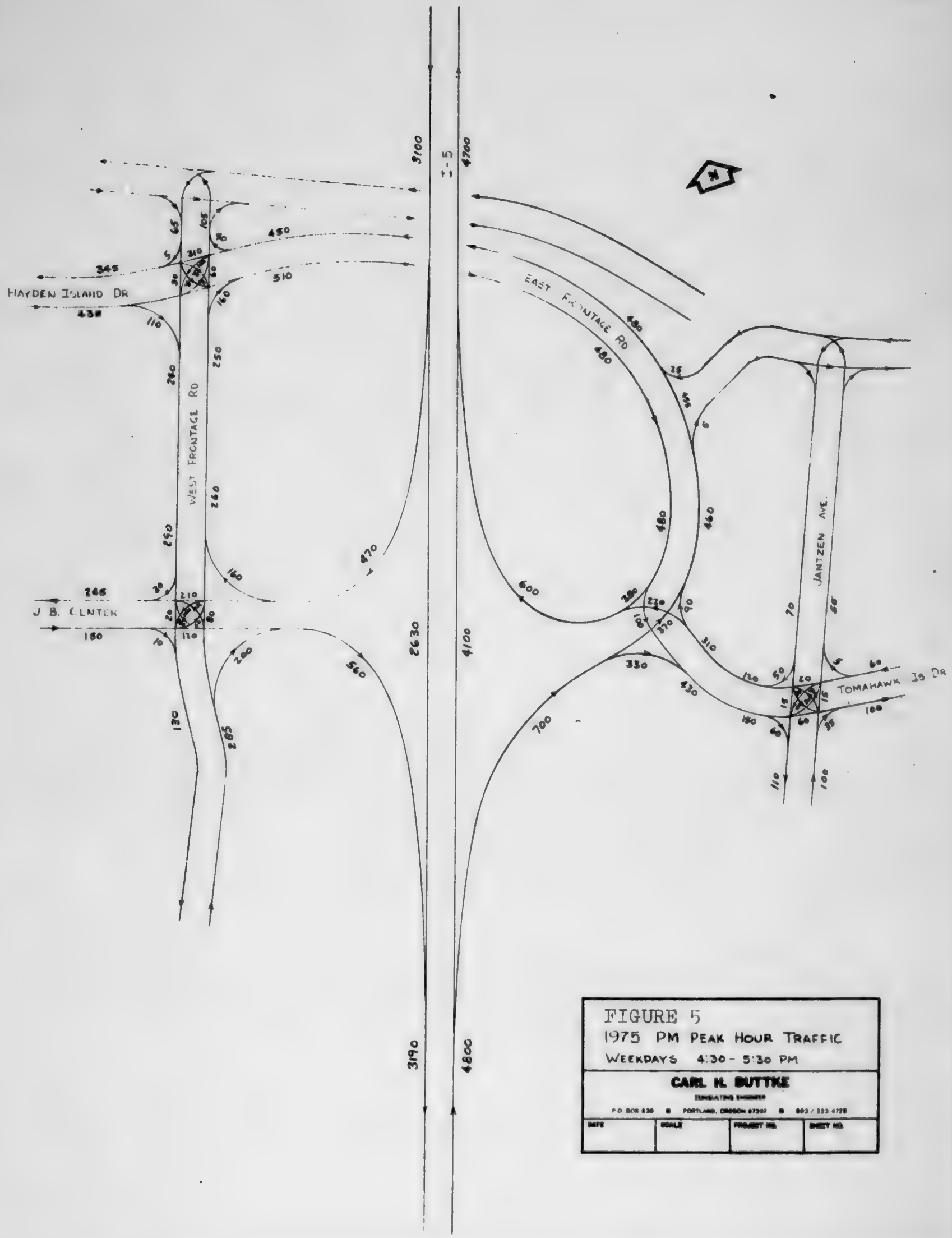

FIGURE 5
1975 PM PEAK HOUR TRAFFIC
WEEKDAYS 4:30 - 5:30 PM

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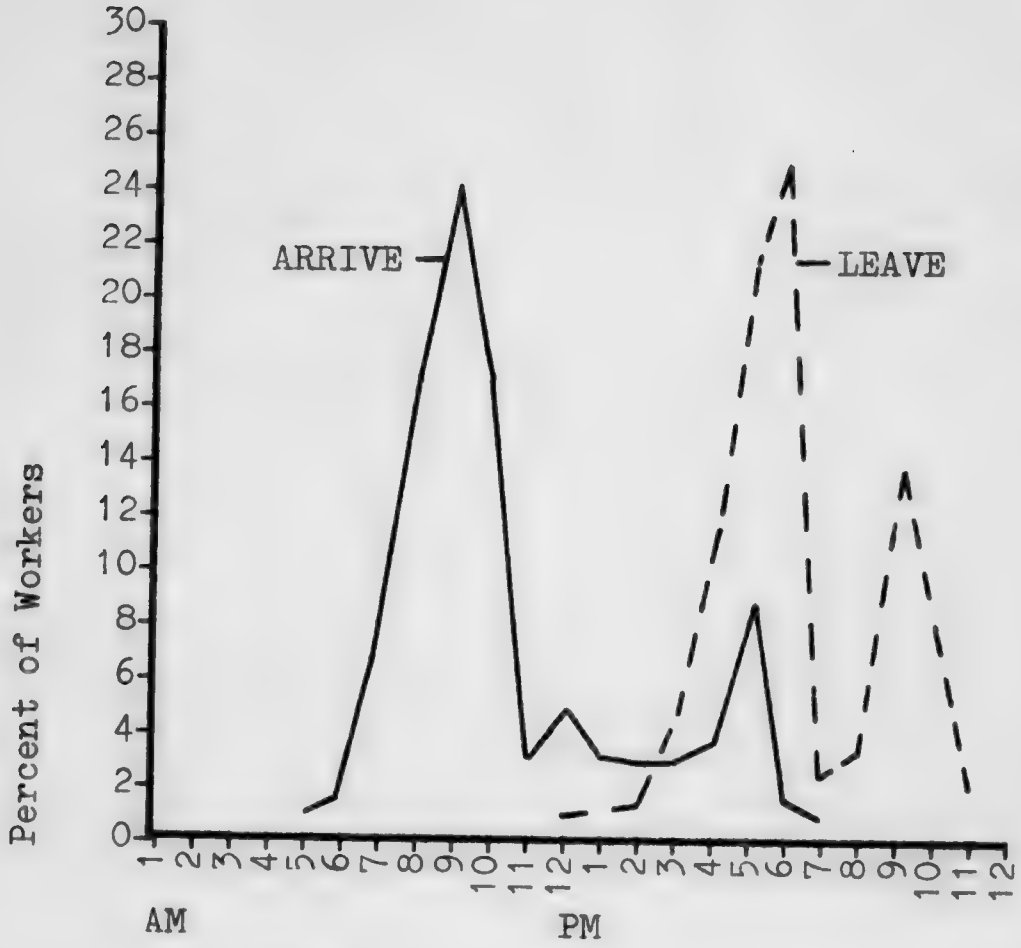
DATE	SCALE	PROJECT NO.	SHEET NO.

The average automobile occupancy of workers on Hayden Island is 1.03 indicating little or no carpooling today. The present lack of carpooling can be attributed to the variation in working hours, the diverse location of workers' residences and the parking availability.

Figure 6 indicates the percentage of workers who arrive and leave work by hour of the day as reported on the questionnaire. The heaviest hour for arrivals is between 8:00 and 9:00 a.m. with only 24 percent of the employees reporting to work at that time. The peak arrivals are actually spread between 7 and 10:00 a.m. with about 57 percent of the employees arriving then. Departures from work peak between 5 and 6:00 p.m., typical of most kinds of employment, but with only 26 percent of the total employees. Forty-eight percent of the employees leave work between 3 and 6:00 p.m. while 22 percent leave between 8 and 10:00 p.m. Because of this variation in working hours, the impact on peak hour traffic by the present employment is quite small. For example, between 4:30 and 5:30 p.m. approximately 400 employees leave work in 350 automobiles. Sixty-two percent or 220 enter I-5 to the north and 115 enter I-5 to the south, thus accounting for less than five percent of the P.M. peak hour traffic on I-5.

A second survey was made to determine where residents on Hayden Island work. From all the existing dwellings surveyed, 15 percent were occupied by retired people. Of those that

FIGURE 6
TIME EMPLOYEES ARRIVE AND LEAVE WORK



housed people who were employed, 84 percent worked in Oregon south of Hayden Island, 5 percent in the State of Washington and the remaining 11 percent on Hayden Island.

Future I-5 Traffic

The Oregon Department of Transportation has developed forecasts of traffic volume on I-5 for 1990. Projections made for 1990[2] indicate that 104,000 vehicles would cross Interstate Bridge daily if I-205 were constructed as an eight-lane freeway crossing the Columbia River. If I-205 were six lanes, Interstate Bridge is projected to carry 110,000 vehicles daily. If I-205 were not constructed, Interstate Bridge is forecast to carry nearly 115,000 vehicles daily. The difference in daily volume forecasts when related to the peak hour volume indicates that in any case of I-205, I-5 at the Interstate Bridge will operate at or very close to capacity with volumes averaging at least 5,500 vehicles per hour in the peak direction in the A.M. and P.M. peak periods. It could be expected that for conditions without I-205, the duration of peak period congestion would be longer than with I-205.

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[2] I-205 Environmental Impact Statement, Interstate 205-Multnomah County, Portland, Oregon, Department of Transportation, Federal Highway Administration, Oregon State Highway Division, February 14, 1975.

The Oregon Department of Transportation is currently making new projections of traffic volumes for 1990 based upon an updated population and employment distribution for the Metropolitan Area and different configurations of I-205. It is anticipated that these projections will be available shortly.

These projections of 1990 traffic were based upon a lower density of development or employment than what might be anticipated on Hayden Island. It is possible that a higher employment on Hayden Island would reduce the I-5 through traffic by offering employment opportunities closer to Clark County than what was forecast.

TRIP GENERATION

The estimates of the number of trips by the further development and occupancy of Hayden Island were made on the basis of traffic volume measurements made on the Island, the employee travel survey, interviews with managers of businesses to determine daily and seasonal fluctuations of activity, and measurements of similar type buildings throughout the United States.

Trip generation estimates were made for 1975 with current development to verify the methodology (shown in Table A-1 in the Appendix) and then for the time period when potential

development would be completed and buildings occupied, about 1985 (shown in Table A-2). The following documentation on vehicle trip generation deals with the total vehicles entering and leaving driveways of each building, not the amount of traffic entering and leaving I-5.

Residential

Residential vehicle trip generation was estimated for the apartments and condominiums, mobile homes, and boathouses.

Apartments and Condominiums: There exist 103 river front, two-bedroom condominiums and 144 two-bedroom apartments for a total of 247 dwelling units. These dwellings were cordoned off with traffic counters to determine current daily and peak hour vehicle trip generation. Some 1,660 two-way vehicle trips were counted on an average weekday to be generated by apartments and condominiums. During the P.M. peak hour, 80 vehicles entered and 80 vehicles exited the units. Table 6 (p. 26) indicates the peak hour and daily counts and trip generation rates.

These apartments and condominiums are located along Tomahawk Drive, Hayden Bay Drive and Jantzen Beach Avenue. It is not anticipated that this area will increase with more dwellings. However, the potential full development of Hayden Island could include some 40 additional dwellings of like nature

TABLE 6

APARTMENT AND CONDOMINIUM VEHICLE TRIP GENERATION

247 Dwelling Units

	Traffic Volume	Vehicle Trip Rate
Average Weekday Two-Way	1,660	6.62/unit
A.M. Peak Hour Enter (8:00-9:00)	15	0.06/unit
A.M. Peak Hour Exit (8:00-9:00)	100	0.40/unit
P.M. Peak Hour Enter (4:30-5:30)	80	0.32/unit
P.M. Peak Hour Exit (4:30-5:30)	80	0.32/unit

in the area where specialty shops and restaurants may be developed--immediately to the north of the existing apartments and condominiums. It is estimated that these 40 dwellings would generate approximately 270 two-way vehicle trips on a weekday with 15 vehicles entering and 15 leaving the units between 4:30 and 5:30 p.m., the P.M. peak hour (see Table A-2 in the Appendix). This volume estimate was made on the basis of 1975 travel characteristics. The effect of improved public transportation is discussed in a subsequent section of this text.

Mobile Homes: There are three mobile home parks on Hayden Island containing a total of 327 dwelling units. All three parks were cordoned off with traffic counters to obtain vehicle trip generation.

The adult mobile home park contains 112 dwellings and generates approximately 580 two-way vehicle trips per weekday for a rate of 5.15 vehicle trip ends per unit. The Hayden Island Mobile Home Park contained 169 dwellings of a total 171 spaces and generated approximately 1,230 two-way vehicle trips per weekday for a rate of 7.28 vehicle trip ends per unit. It can be expected that family units would generate more trips than adult only units because the family size is larger, more people in the family are employed and the automobile ownership could be higher. In the adult park nearly 45 percent of the

residents are retired as compared to 15 percent in the family park.

The third park, South Shore Mobile Home Park, is nearing completion with space for 80 units. When the surveys were made, 46 units were occupied. These units and the associated construction work generated 410 two-way vehicle trips per weekday for a rate of 8.98 vehicle trip ends per unit. This rate is high because of the ongoing construction work and in comparison with other mobile home parks on the West Coast. Table 7 indicates the measured traffic and trip rates.

Hayden Island is planning to construct an additional mobile home park immediately to the west of the Hayden Island Family Park. This park would contain 80 units and is planned as a family park. Its traffic generation would therefore be similar to the existing family park. Therefore, on a weekday, the addition is estimated to generate approximately 580 two-way vehicle trips with 40 entering and 30 leaving during the 4:30 to 5:30 p.m. peak hour.

Houseboats: There are 164 houseboats on the Oregon Slough on the south side of Hayden Island. Thirty-one houseboats are located on the east side of I-5 and the remaining 133 on the west side with access via Jantzen Avenue. It is estimated

TABLE 7

MOBILE HOME PARK VEHICLE TRIP GENERATION

	Adult Park 112 Dwelling Units		Family Park 169 Dwelling Units		S. S. Park-46 Dwelling Units	
	Volume	Rate	Volume	Rate	Volume	Rate
Average Weekday Two-Way	580	5.15/unit	1,230	7.28/unit	410	8.98/unit
A.M. Peak Hour Enter	10	0.09	15	0.09	7	0.15
A.M. Peak Hour Exit	26	0.23	67	0.40	16	0.35
P.M. Peak Hour Enter	33	0.30	84	0.50	23	0.50
P.M. Peak Hour Exit	24	0.21	61	0.36	13	0.28

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that these houseboats generate a similar amount of traffic per unit as the family mobile homes, or 7.28 vehicle trip ends per unit.

It is anticipated that an additional 29 houseboats will be occupied on the west side of I-5 in the near future for a total of 162 units there. Table 8 indicates the estimated vehicle trip generation for the houseboats.

TABLE 8

HOUSEBOAT VEHICLE TRIP GENERATION ESTIMATE

	East 31 Units	West 162 units
Average Weekday Two-Way Volume	230	1,180
A.M. Peak Hour Enter	5	15
A.M. Peak Hour Exit	10	65
P.M. Peak Hour Enter	20	80
P.M. Peak Hour Exit	10	60

It is estimated that currently all the dwelling units on Hayden Island generate approximately 5,000 two-way vehicle trips on a weekday. The increased number of dwellings is estimated to increase the vehicular trip generation to approximately 6,300

two-way vehicle trips per weekday. On a daily basis approximately 80 percent of that volume is oriented to I-5. The remaining 20 percent remains on the Island for shopping and other short trips.

Retail

Retail vehicular trip generation at each building was estimated for the Jantzen Beach Shopping Center, the super-market, restaurants, service stations, bank, boat sales and repair and future specialty shops.

Shopping Center: Jantzen Beach Center currently contains 426,190 gross square feet of leasable floor area including a 13,000 gross square foot movie theatre. Within the next several years it is anticipated in the potential development plan that the shopping center will increase in size to 876,190 gross square feet of leasable floor area.

> "The primary mode of transportation to regional shopping centers has been the private automobile, with over 95 percent of the shoppers arriving this way. Walking, bus and taxi have represented less than 5 percent of the total shopping trips. Shopping center vehicle trip generation has been found to vary with the type and size of the center. Average daily vehicle trip generation for centers of regional character, having over 80 percent of its developed building area devoted to the handling and sale of shopping goods and over 500,000 square feet of gross leasable area has been found to vary

> between 36 and 56 trip-ends per 1,000 square feet of gross leasable area. In other words, these regional centers attract between 18 and 28 vehicles per average day per 1,000 square feet of gross leasable area."[3]

Typically, the average daily generation rate is 40 vehicle trip ends per 1,000 square feet of gross leasable area. The Jantzen Beach Center was cordoned off with recording traffic counters to determine the vehicle trip generation. Approximately 14,800 two-way vehicle trips were counted entering and leaving the center on a weekday in April. That is, 7,400 vehicles entered the center on a weekday. The weekday generation rate was therefore calculated at nearly 35 two-way vehicle trips per 1,000 gross square feet (g.s.f.) of leasable area. Considering the weekly and monthly variation in shopping center traffic, it was determined that this center, on the average, generates approximately 40 two-way vehicle trips per 1,000 g.s.f. of leasable floor area and is typical to the national average.

> "Daily regional shopping center trip generation varies according to the day of the week. A summary of daily variation typical of regional shopping centers is shown in Table 9. Friday and Saturday are generally the heaviest shopping days of the week as indicated by the high percentage of trips generated those days."[4]

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[3]Carl H. Buttke, "An Approximation of Regional Shopping Center Traffic," Traffic Engineering, Vol. 42, No. 7, April 1972, pp. 20-23.

[4]Ibid., p. 21.

TABLE 9

DAILY VARIATION OF REGIONAL SHOPPING CENTER TRAFFIC

Day of Week	Percent of Average Daily Generation
Monday	98
Tuesday	74
Wednesday	98
Thursday	110
Friday	117
Saturday	121

Note: Tuesday evening closed.

A variation in activity at regional shopping centers occurs throughout the year. Table 10 indicates a generalized monthly variation of traffic entering regional shopping centers and dollar sales.

It is evident from Table 10 that traffic attracted to regional shopping centers is not directly related to dollar sales. During the mid year people tend to make more trips per dollar sales probably because more time is spent in shopping for an item. Prior to holidays and especially Christmas, people spend more money in relation to vehicle trips to a center.

A traffic count at Jantzen Beach Center was also made during a ten-day period prior to Christmas in December of 1973. The Center was slightly smaller then and the gasoline shortage was occuring. However, the daily rates measured were as follows:

TABLE 10

MONTHLY VARIATION IN TRAFFIC AND SALES

	Percent of Average Monthly Traffic Volume	Percent of Average Monthly Sales	Percent of[3] Average Monthly Department Store Sales-Portland 1973
January	70%	80%	71%
February	60	65	64
March	100	85	78
April	90	80	97
May	110	95	94
June	110	92	94
July	103	90	97
August	100	115	103
September	95	95	103
October	115	102	102
November	105	110	104
December	150	200	187

Source:
1. Two Confidential Regional Shopping Centers in Washington, 1971, and One Shopping Center in California, 1965.
2. Cleveland, Donald E. & Mueller, Edward A. Traffic Characteristics at Regional Shopping Centers, Bureau of Highway Traffic, Yale University, 1961.
3. U. S. Department of Commerce.

Friday prior to Christmas:	68 vehicle trip ends/1,000
Saturday prior to Christmas:	76 vehicle trip ends/1,000
Sunday prior to Christmas:	42 vehicle trip ends/1,000
Average Weekday prior to Christmas:	58 vehicle trip ends/1,000

Therefore, on the Saturday prior to Christmas, the traffic measured was 58 percent greater than on a typical Saturday and the weekday traffic was 45 percent greater than on a typical weekday.

The average weekday vehicular trip generation for the existing center and the proposed expansion is shown in Table 11 and summarized in more detail in Tables A-1 and A-2 in the Appendix.

It is estimated from license plate checks at ramps and within the shopping center that approximately 15 to 20 percent of the P.M. peak hour generated traffic is diverted northbound traffic on I-5 enroute between Portland and Clark County.

Supermarket: The trip generation for the existing supermarket was estimated on the basis of measurements[5] at ten supermarkets located throughout the country, a manual peak hour count and the interview with the management to define variations in activity and to compare with the average. The

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[5]See Trip Generation Sources 1-4.

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TABLE 11

SHOPPING CENTER VEHICLE TRIP GENERATION ESTIMATE

	Average Weekday Rate	Traffic Volume 426,190 G.S.F.*	Traffic Volume 876,190 G.S.F.*
Average Weekday Two-Way	40/1,000	17,000	35,000
A.M. Peak Hour Enter	3.1%	260	540
A.M. Peak Hour Exit	1.4%	120	250
4:30-5:30 p.m. Peak Hour Enter	8.1%	690	1,400
4:30-5:30 p.m. Peak Hour Exit	8.5%	720	1,500

*G.S.F. = Gross Square Feet

existing supermarket is currently being expanded from 27,350 G.S.F. to 32,540 G.S.F. The estimated vehicle trip generation is shown in Table 12 and summarized in more detail in Tables A-1 and A-2 in the Appendix.

TABLE 12
SUPERMARKET VEHICLE TRIP GENERATION ESTIMATE

	Existing Volume	Future Volume
Average Weekday Two-Way	4,000	4,700
A.M. Peak Hour Enter	30	30
A.M. Peak Hour Exit	10	10
P.M. Peak Hour Enter	180	210
P.M. Peak Hour Exit	170	190

It is estimated that traffic volumes entering and leaving the supermarket are approximately 20 percent higher on Fridays than on other weekdays.

Restaurants: The vehicle trip generation for the existing and proposed restaurants was estimated on the basis of measurements made at other similar type restaurants throughout the United States and through interviews with the management.

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[6]See Trip Generation Sources 1-4.

There are two restaurants on the Island today serving breakfast, lunch and dinner. A third restaurant is opening soon and a fourth is anticipated in areas already zoned for this use. These restaurants generally peak during the summer months with approximately 10 to 15 percent more business than the average. Table 13 indicates the estimated vehicle trip generation. As shown on Table 13, the traffic generated between the 4:30 to 5:30 p.m. peak hour is relatively light as compared to the A.M. peak hour. The noon hour traffic is estimated at 50 percent higher than the 4:30 to 5:30 p.m. traffic generation.

TABLE 13

RESTAURANT VEHICLE TRIP GENERATION ESTIMATE

	Rate	2 Rest. Traffic Volume	4 Rest. Traffic Volume
Average Weekday Two-Way	164.4/1,000	1,950	3,900
A.M. Peak Hour Enter	12.2/1,000	150	295
A.M. Peak Hour Exit	12.2/1,000	150	295
P.M. Peak Hour Enter	7.5/1,000	85	180
P.M. Peak Hour Exit	3.0/1,000	40	75

Service Stations: There are six service stations located on Hayden Island plus the T.B.A. (Tires, Batteries & Assessories) at the Jantzen Beach Center. It is not anticipated that other service stations would be developed in the future. Measurements[7] at other service stations indicate that service stations generate between 600 and 1,000 two-way vehicle trips per day and average 750 trips. That is, 375 vehicles enter a service station daily. During the A.M. and P.M. peak hours, it can be expected that 10 to 15 vehicles will enter and then leave again. Generally, a service station attracts 50 to 60 percent of its peak hour traffic from the passing stream of traffic on adjacent streets and highways. Service stations on Hayden Island are not expected to generate traffic from off the Island, but will serve those on the Island and those passing on I-5. Tables A-1 and A-2 in the Appendix summarize the service station trip generation.

Bank: There is only one drive-in bank on the Island. It contains 3,500 G.S.F. of area and two drive-in units. It can be expected that this bank serves and will continue to serve the community on the Island and will not generate traffic from off the Island. On an average weekday it is estimated that a two-unit drive-in bank generates 650 two-way vehicle trips and

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[7]See Trip Generation Sources 1-4.

on Fridays 750 two-way vehicle trips. During the P.M. peak hour some 50 vehicles are anticipated to enter the bank and on Friday some 80 vehicles will enter. A like amount of traffic leaves the bank during the same hour.

Boat Sales and Repair: There are two boat sales and service establishments on the Island containing a total of 7,400 G.S.F. of area and employing only 10 people. These are minor traffic generators serving the Island boating community primarily. It is expected that only 150 two-way vehicle trips are generated daily by these buildings.

Specialty Shops and Restaurants: It is planned that the vacant north-east tip of Hayden Island will be developed into a complex of specialty shops, restaurants and some residential units. This development might occur between 1976 and 1985. At this time, approximately 10,000 G.S.F. of shops are anticipated, restaurants seating some 600 people, serving lunch and dinner, and 40 dwelling units. The residential trip generation was already estimated in the previous section on residential trip generation, page 25.

Recent measurements[8] at the Port Center on Swan Island and at restaurants serving only lunch and dinner indicate that this

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[8]See Trip Generation Sources 5 & 6.

development could generate approximately 1,800 two-way vehicle trips per weekday. As indicated in Table 14, the P.M. peak hour traffic is relatively light because most shoppers have left by 4:30 p.m. and few people are coming to eat a leisurely dinner between 4:30 and 5:30 p.m.

TABLE 14
SPECIALTY SHOPS & RESTAURANT VEHICLE TRIP GENERATION

	Average Weekday Volume	Friday Volumes
24 Two-Way	1,800	2,700
A.M. Peak Hour Enter	30	30
A.M. Peak Hour Exit	20	20
P.M. Peak Hour Enter	80	120
P.M. Peak Hour Exit	60	60

Total Retail Traffic: The current retail trip generation is estimated at approximately 28,000 two-way vehicle trips per weekday. That is, some 14,000 vehicles enter driveways for the various retail establishments for purposes of work, shopping, eating meals or obtaining services. The potential full development indicates that this volume would increase from 28,000 to nearly 51,000 two-way vehicle trips per weekday. See Tables A-1 and A-2 for a detailed summary.

Other Commercial

Other commercial establishments either on the Island or anticipated include office buildings, motor hotels, the state office building and a future industrial park.

Office Buildings: Today, only one small office building of 4,000 G.S.F. of area exists on Hayden Island. It is the headquarters for Hayden Island, Inc. The potential development plan indicates that some 239,000 G.S.F. of office building space could be developed and occupied by 1985 at five different locations. See Figure 1. These office buildings would add approximately 1,000 employees on the Island, 620 from the State of Washington and 330 from Oregon, south of the Island.

Studies of suburban type office buildings throughout the country[9] indicate that on the average, a general office building generates 11.7 vehicle trip ends/1,000 G.S.F. of floor area per weekday. Table 15 indicates the average weekday vehicle trip generation for office buildings.

Motor Hotel: There exists one motor hotel of 279 rooms located on the north shore of Hayden Island immediately west of I-5. Its access is via Hayden Island Drive. Currently,

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[9]See Trip Generation Sources 4, and 7 to 12.

TABLE 15

OFFICE BUILDING VEHICLE TRIP GENERATION ESTIMATE

239,000 Gross Square Feet

	Generation Rate	Rounded Traffic Volume
Average Weekday Two-Way	11.7/1,000 GSF	2,800
A.M. Peak Hour Enter	1.9	480
A.M. Peak Hour Exit	0.4	105
P.M. Peak Hour Enter	0.2	50
P.M. Peak Hour Exit	1.9	480

it is being expanded to include 68 additional rooms. A second motor hotel containing 300 rooms is planned for construction within the year. It will be located adjacent to the existing motor hotel but east of I-5 on land already zoned for this use.

Vehicle trip generation of motor hotels containing convention facilities varies with the size convention and room occupancy. Interviews with the hotel management were held to obtain data on variations in occupancy and seasonal fluctuations in hotel activity. P.M. peak hour traffic volume measurements were made on different days to reflect different room occupancies and hotel activity. In addition, data from similar types of motor hotels throughout the United States[10] were obtained in the estimate of vehicular trip generation. The estimates of trip generation have been prepared on the basis of a 90 percent average room occupancy and for the average weekday. A variation in these estimates will occur as some conferences will draw from the local area being auto-oriented and some conferences will draw people from out-of-state arriving via airline and special transportation from the airport. Days of low convention activity sometimes are days with more rooms occupied by travelers arriving by auto.

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[10]See Trip Generation Sources 2 to 5 and 13.

Table 16 indicates the average vehicle trip generation for the existing and planned motor hotel space.

TABLE 16

MOTOR HOTEL VEHICLE TRIP GENERATION ESTIMATES

	Existing Hotel 279 Rms.	Expanded Hotel 347 Rms.	Future Hotel 300 Rms.
Average Week Two-Way Volume	3,500	4,400	3,800
A.M. Peak Hour Enter	140	175	150
A.M. Peak Hour Exit	70	90	80
P.M. Peak Hour Enter	125	160	140
P.M. Peak Hour Exit	125	160	140

State Office Building: The State Office Building located immediately west of I-5 and north of the interchange contains approximately 8,000 G.S.F. of building area. It houses a Public Utilities Commission office, a State Police office and a visitor's information center. Approximately 40 to 45 people are employed in the three offices. Discussions with staff of the three offices indicates that on the average some 200 to 250 truck permits are issued each day and 300 people stop for information during the summer. It is estimated that approximately 1,000 two-way vehicle trips are generated each weekday

during the summer by this building. During the other months of the year, approximately half that volume is generated. See Tables A-1 and A-2 for more details on peak hour trip generation.

Industrial Park: It is anticipated that approximately 90 acres of land immediately east of the Burlington Northern mainline tracks and south of Hayden Island Drive will be developed into an industrial park. It is planned that this park would be developed primarily as light manufacturing and a distribution center with goods arriving by rail and being shipped throughout the Northwest by truck.

For purposes of estimating traffic generation, it was assumed that 50 percent of the land would be occupied as a normal industrial park and 50 percent occupied by distribution type facilities. Studies[11] of industrial parks throughout the U. S. indicate that the average density of a typical industrial park is 19 employees per acre and the density of a warehouse-distribution center is five employees per acre. Industrial park trip generation is highly related to the number of employees. Therefore, the trip forecasts are based on the type and number of employees. Industrial parks have been

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[11]See Trip Generation Sources 13 to 20.

found to generate on the average 4.09 vehicle trip ends per employee. Warehouse-distribution facilities generate on the average 4.26 vehicle trip ends per employee per weekday. It is estimated that this park would generate about 4,500 two-way vehicle trips per weekday. Generally, most industrial park employees begin work between 6:30 and 7:30 a.m. and leave work between 3:30 and 4:30 p.m. Table 17 indicates the estimated industrial park trip generation.

TABLE 17

INDUSTRIAL PARK VEHICLE TRIP GENERATION

	Traffic Volume
Weekday Two-Way Volume	4,500
7:30-8:30 a.m. Peak Hour Enter	135
7:30-8:30 a.m. Peak Hour Exit	70
4:30-5:30 p.m. Peak Hour Enter	100
4:30-5:30 p.m. Peak Hour Exit	400

As indicated in Tables A-1 and A-2 in the Appendix, the total current other type commercially oriented trips amount to nearly 4,600 two-way vehicle trips per weekday.

The potential full development would increase this volume to 16,500 two-way vehicle trips per weekday.

Recreation and Other Uses

The recreation and other uses include the Hayden Island Yacht Club, the Hayden Island Moorage, the overnight trailer campground adjacent to the family mobile home park, bowling lanes, ice skating rink, future tennis court and mini-warehouse.

The vehicle trip generation was estimated on the basis of the traffic counts, interviews with managers, a questionnaire distributed to three yacht clubs and moorage tenants, and from measurements at similar uses in the United States.

Average weekday trip generation for yacht clubs and moorages are lower here in Portland than for those measured elsewhere, primarily because of the cooler, rainy weather and the ability to take the boats downriver to the ocean for several months of the summer. The survey indicated that the average number of days the moorage was visited was 84 days per year. Weekends accounted for 72 percent of the visits.

It is estimated that some 2,700 two-way vehicle trips are made today for recreation purposes on the Island. This volume may increase to 3,150 through further development. See Tables A-1 and A-2 in the Appendix for more detailed trip generation estimates.

Tomahawk Island

Today, some 500 two-way vehicle trips per day are generated by the current occupancy of Tomahawk Island, located immediately east of Hayden Island and connected by Tomahawk Island Drive.

Landuse on Tomahawk Island was estimated only to determine the probable traffic impact on the streets on Hayden Island and I-5. As indicated in the second chapter, some 70 dwelling units are anticipated, 870 boat slips, and 34,500 G.S.F. of boat sales and service area. It is estimated that this development would generate some 2,600 two-way vehicle trips per weekday. See Table A-2.

Total Trip Generation

As indicated in Table A-1, it is estimated that nearly 41,000 two-way vehicle trips are generated by buildings on Hayden Island in 1975. It should be pointed out that these are driveway volumes. The 1975 vehicle trip generation measured entering and leaving Hayden Island via I-5 is 28,000 two-way vehicle trips per weekday. Therefore, slightly more than two-thirds of the generated traffic on Hayden Island actually enters and leaves the Island via I-5 today.

It is estimated that by 1985, with the Island occupied as anticipated in the potential development plan, some 79,000 two-way vehicle trips would be generated by the individual uses on Hayden Island.

These estimates were made on the basis of travel habits measured in 1975 and do not take into account improved public transportation and more carpooling. This effect will be discussed later in the text.

FACTORS AFFECTING FUTURE TRAVEL

At the present time there are uncertainties in forecasting future vehicular travel within the United States. The greatest uncertainty is what impact the energy problem will have on future travel. Presently, it is difficult to predict with any certainty how much vehicular trip making will be reduced to conserve the world's supply of petroleum without making regional transportation forecasts considering different assumptions on the availability and cost of energy. However, one can be certain and should plan for a change in our mobility. This change will in all probability have the most effect on automobile ownership levels, size and propulsion of vehicles and the home-to-work and return trips. Greater carpooling and use of public transportation can be expected to occur. Land development patterns may have to change. During the gasoline shortage of late 1973 and early 1974, traffic volumes on major roadways were approximately ten percent lower than for the previous year. Should the petroleum shortage become a way of life, reduced motor vehicle travel will occur.

It is also uncertain how much public transportation will be provided in the future between Hayden Island and throughout Clark County, thus affecting vehicular trip estimates. However, planning should consider improved transit service as well as more carpooling in the future.

TRAFFIC IMPACT

Directional Distribution of Trips

The direction from which trips are made to and from Hayden Island were obtained from the employee travel questionnaires, the location of employment of residents of the Island, license plate checks at the shopping center, and the traffic volume counts on the ramps of the I-5 interchange.

As indicated previously, approximately 62 percent of the people working on Hayden Island live in the State of Washington and 33 percent in Oregon, south of Hayden Island. This distribution by percent is shown by zip code location on Figure 7. The locations where residents on the Island work are shown on Figure 8.

A ten-day customer survey at Jantzen Beach Center indicates that 52 percent of the vehicles come from the State of Washington and 48 percent from Oregon. The survey also

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FIGURE 7
HAYDEN ISLAND EMPLOYEES' LOCATION
OF RESIDENCE BY PERCENT AT ZIP CODE

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FIGURE 8
HAYDEN ISLAND RESIDENTS' LOCATION
OF EMPLOYMENT BY PERCENT AT ZIP CODE

indicated that 55 percent of the people came from the State of Washington while 45 percent came from Oregon.

Traffic counts during the P.M. peak period at the motor hotel indicate a varied distribution of trips between Oregon and Washington, depending upon the type of function. Generally, it appears that nearly two-thirds of the visitor trips during the peak period are oriented to Oregon and one-third to Washington.

Traffic Assignments

1975 Traffic: The amount of traffic estimated to be generated by each existing building during the P.M. peak hour in 1975 was assigned to the street and freeway system on the basis of the directional distribution. The traffic generated by each building was assigned individually for work and other type trips. This assignment process included the assignment of trips which would remain on the Island and those made between different buildings such as a shopping trip with stops at Jantzen Beach Center and at the supermarket.

The assignment of 1975 vehicular trips was compared with the actual traffic counts to verify the methodology in trip generation and assignments. The assignments checked closely with the actual counts, thus verifying the calculations. For example, the assignment procedure indicated 2,530 vehicles

entering and leaving the Island during the P.M. peak hour whereas the actual count was 2,350, a difference of 8.6 percent above the actual. The assignment procedure was modified slightly to obtain an even better correlation to the actual count.

Potential Full Development Traffic: The assignment of P.M. peak hour traffic for the condition with the Island fully developed and occupied as described in the potential development plan was made in the same manner as that for 1975. Only the P.M. peak hour traffic was assigned because that is the time of maximum traffic on the Island and on I-5.

Effect of Improved Transit and Carpooling: The vehicle trip assignments were modified to include the effect of improved public transportation service by 1985 and increased carpooling. It is assumed that by 1985, at least 15 percent of the employees on Hayden Island will travel to and from work by transit during the peak commuter periods. It was also estimated that 18 percent of the residents ride transit to and from work. It is estimated that by 1985, the average automobile occupancy for workers on Hayden Island will increase from the present 1.03 to 1.30 through increased carpool efforts. Becuase of improved transit, a five percent reduction of vehicle trips to and from the shopping center might be achieved during the

daytime hours. On a daily basis, it is estimated that a total reduction of nearly 5,800 two-way vehicle trips could be achieved.

Figure 9 indicates the weekday P.M. peak hour traffic assigned to the Hayden Island street system at the time of full development and including the effect of increased transit ridership and carpooling. Figure 10 indicates the assigned P.M. peak hour volumes in the interchange and Frontage Road area including the expected turning volumes.

It is forecast that in the peak hour, approximately 1,300 vehicles will enter Hayden Island from the south and 1,300 will leave Hayden Island to the north. In the southbound direction on I-5, it is forecast that approximately 900 vehicles will enter Hayden Island from the north and 1,150 will leave Hayden Island to the south. The assignments indicate that approximately 78 percent of the P.M. peak hour generated traffic will be oriented to I-5 by about 1985.

I-5 as previously described is expected to operate at capacity in the northbound direction on Interstate Bridge during the P.M. peak hour with 5,600 vehicles northbound and 3,600 vehicles southbound.

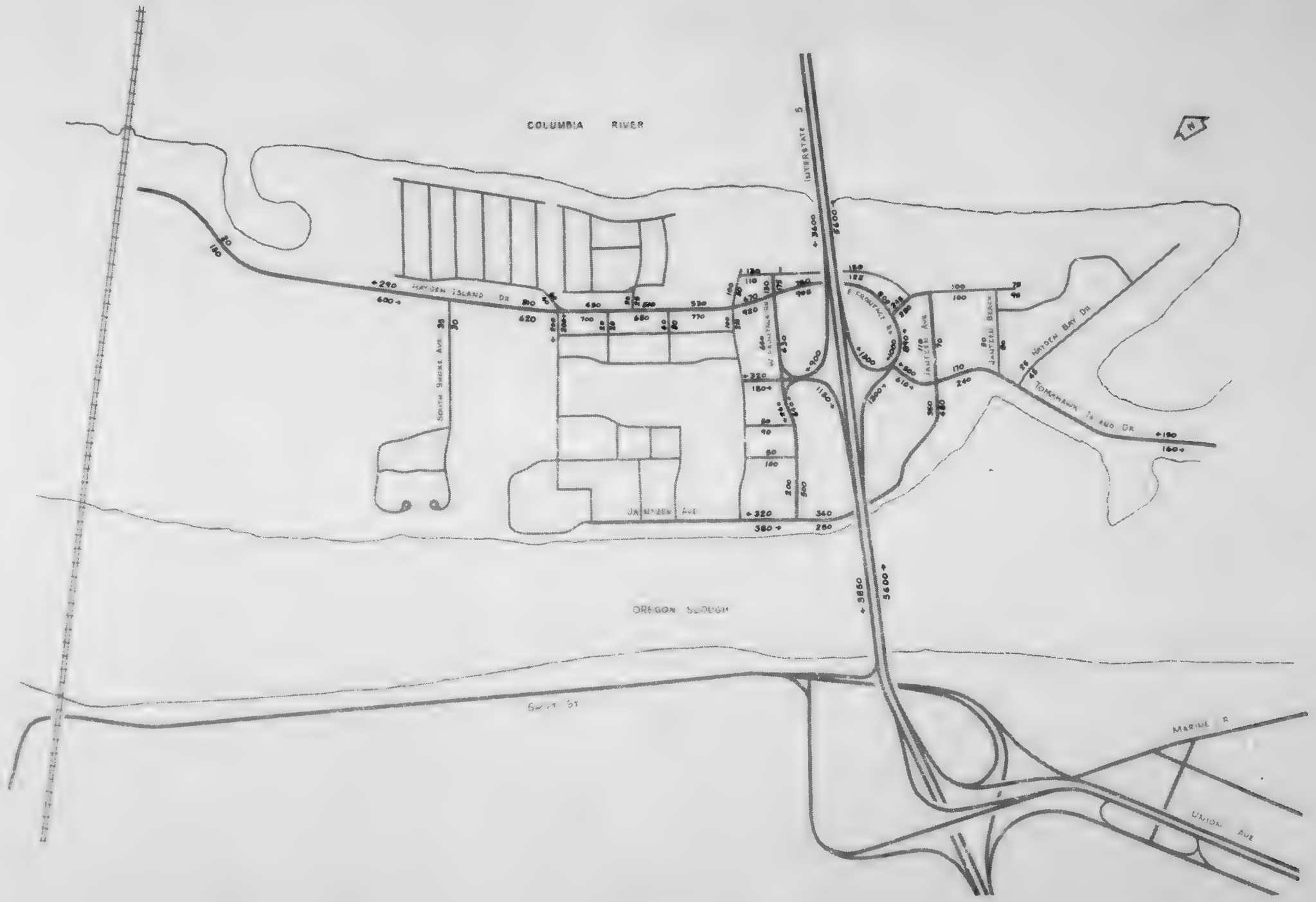

FIGURE 9
FUTURE TRAFFIC ASSIGNMENT
PM PEAK HOUR VOLUME

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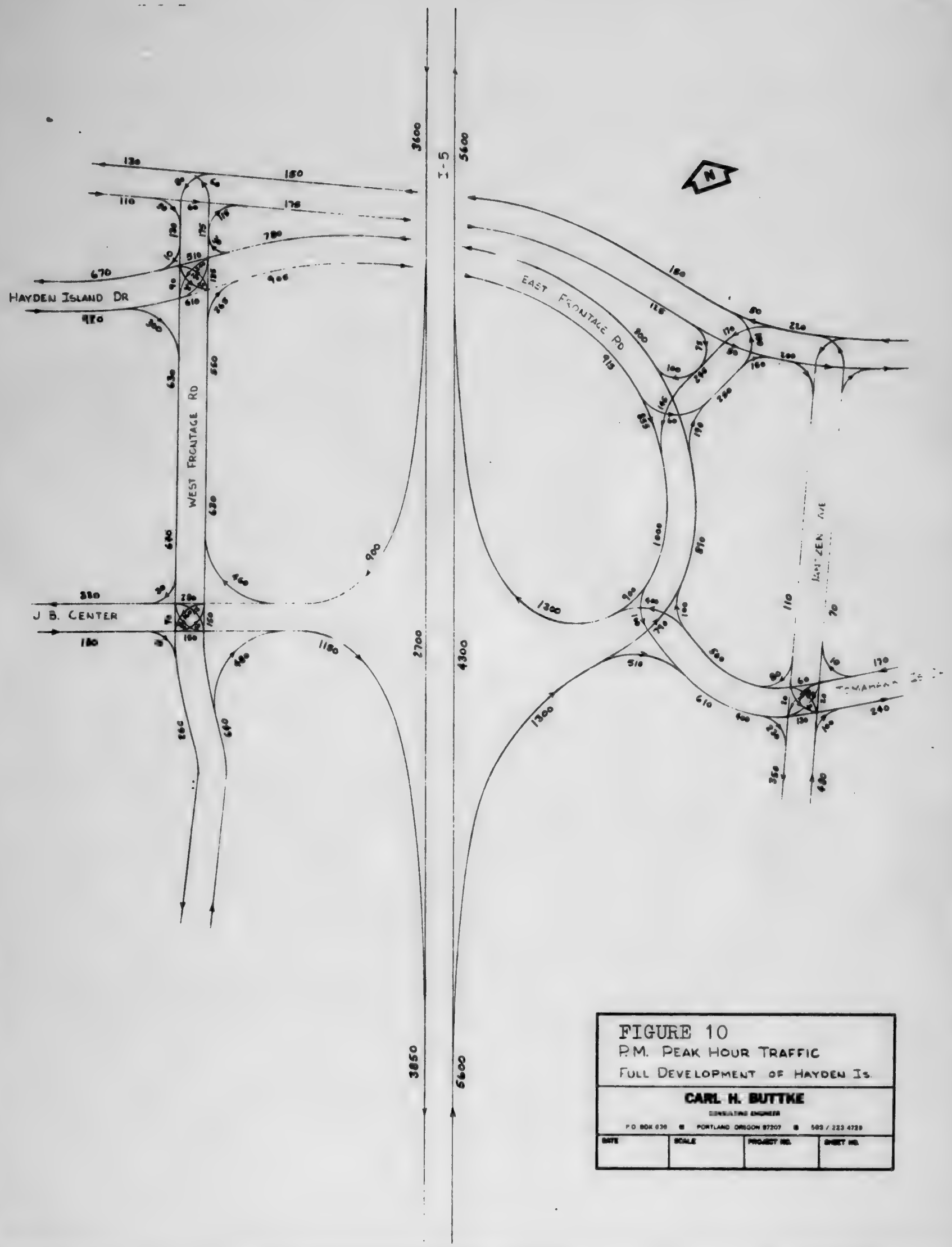

FIGURE 10
P.M. PEAK HOUR TRAFFIC
FULL DEVELOPMENT OF HAYDEN IS.

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DATE	SCALE	PROJECT NO.	SHEET NO.

Roadway Capacity

Highway and traffic engineers have established various standards for measuring traffic capacity of a roadway or intersection.[12] Each standard is associated with a particular level of service one wishes to provide. The level-of-service concept requires consideration of factors which include travel speed, safety, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort and convenience and operating cost. Five standards have therefore been established ranging from level "A" where traffic flow is relatively free to level "E" where the street system is totally saturated or jammed with traffic.

For this analysis, level-of-service "D" was utilized as a measure of capacity for streets and intersections on Hayden Island. This standard can be described as traffic conditions which include delays to vehicles for short periods of time within the peak period. However, enough traffic signal cycles of lower demand occur under these conditions to permit periodic clearance of developing queues to prevent excessive backups. Therefore, some motorists may experience delays which include waiting through several signal cycles before passing through the intersection, but most motorists would

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[12] Highway Capacity Manual 1965, Highway Research Board Special Report 87, National Academy of Science, National Research Council.

pass through the intersection without waiting through more than one cycle.

For analysis of the freeway, level-of-service "E" was utilized as the measure of capacity. It can be described as unstable flow, with low operating speeds and possible stoppages of momentary duration. Volumes are at or near capacity. This operation is experienced frequently on the Banfield Freeway in the vicinity of N. E. 21st Avenue and on the Baldock Freeway in the vicinity of S. W. Terwilliger Boulevard.

I-5 Capacity: The capacity of I-5 during the P.M. peak hour is regulated by the most critical link in the system in the vicinity of Hayden Island. The critical area is in the northbound direction and could be either the Interstate Bridge, the Oregon Slough Bridge where the weaving movements occur, or the Union-Swift Interchange.

The capacity of Interstate Bridge in the northbound direction which is three lanes with a slight grade is calculated at 5,600 vehicles per hour (±200 vehicles per hour). The three lane section of the Oregon Slough Bridge with the present traffic flow in and out of Hayden Island is estimated at approximately 5,200 vehicles per hour (±200 vehicles per hour).

With Hayden Island fully developed as described in the text, the Slough Bridge capacity would be approximately 4,900

vehicles per hour (±200 vehicles per hour). The reduction in capacity is because of the increased volume of weaving traffic.

With the Oregon Slough Bridge widened to four northbound lanes, the capacity would be approximately 5,800 vehicles per hour (±200).

The northbound capacity through the Union-Swift Interchange is defined by the two-lane, northbound section of I-5 which has a capacity of about 3,800 vehicles per hour and the single added lane from Union Avenue and Swift Street which adds another 1,900 vehicles per hour of capacity. Therefore, the northbound capacity through the Union-Swift Interchange is 5,700 vehicles per hour (±200).

Therefore, the critical link or bottleneck is the existing Oregon Slough Bridge--independent of the magnitude of Hayden Island's future development. The widening of the bridge to four northbound lanes between the Union-Swift and Hayden Island Interchanges would produce a uniform capacity north of the Union-Swift Interchange to Vancouver. The freeway would then be regulated by the northbound capacity of the Union-Swift Interchange, so that more traffic would not be forced onto the Interstate Bridge. With the Oregon Slough Bridge as four lanes, the capacity of 5,600 vehicles per hour (±200) can be

maintained independent of future development on Hayden Island. See Table 18.

In the southbound direction the capacity of I-5 is regulated by Interstate Bridge at approximately 5,600 vehicles per hour (±200) and at the Union-Swift Interchange where one freeway lane is dropped. The present three southbound lanes on the Oregon Slough Bridge do not provide sufficient capacity for the traffic leaving I-5 at Union and Swift Avenues. A two-lane off-ramp will be required to accommodate future traffic thus requiring the Oregon Slough Bridge to have four lanes.

The opening of Interstate Bridge is voluntarily regulated so that the bridge remains closed between 6:45 and 8:15 a.m. and 4:30 to 6:00 p.m. Discussions with the Bridge Superintendent indicate that this regulation has been in effect for about two years and he does not recall any bridge openings during these hours since the rule was established. The bridge, however, would open during these hours in cases of emergency.

Hayden Island Streets: The hourly capacity of streets within Hayden Island is shown on Figure 11. A comparison between the assigned traffic volumes and the capacity indicates the most critical area to be the frontage system surrounding the interchange. The assigned traffic volume is expected to utilize at most 91 percent of the street and intersection capacity. The future traffic assigned to Hayden Island Drive is expected to utilize 76 percent of the street capacity during the P.M. peak hour. Traffic on Tomahawk Island Drive is forecast to utilize

TABLE 18

NORTHBOUND I-5 CAPACITY

Vehicles Per Hour

	Existing Development Hayden Island	Full Development of Hayden Island	
	Existing 6-Lane Slough Bridge	Existing 6-Lane Slough Bridge	8-Lane Slough Bridge
Interstate Bridge	5,600	5,600	5,600
Oregon Slough Bridge	5,200	4,900	5,800
Union-Swift Interchange	5,700	5,700	5,700

Note: All capacities ±200 vehicles per hour.

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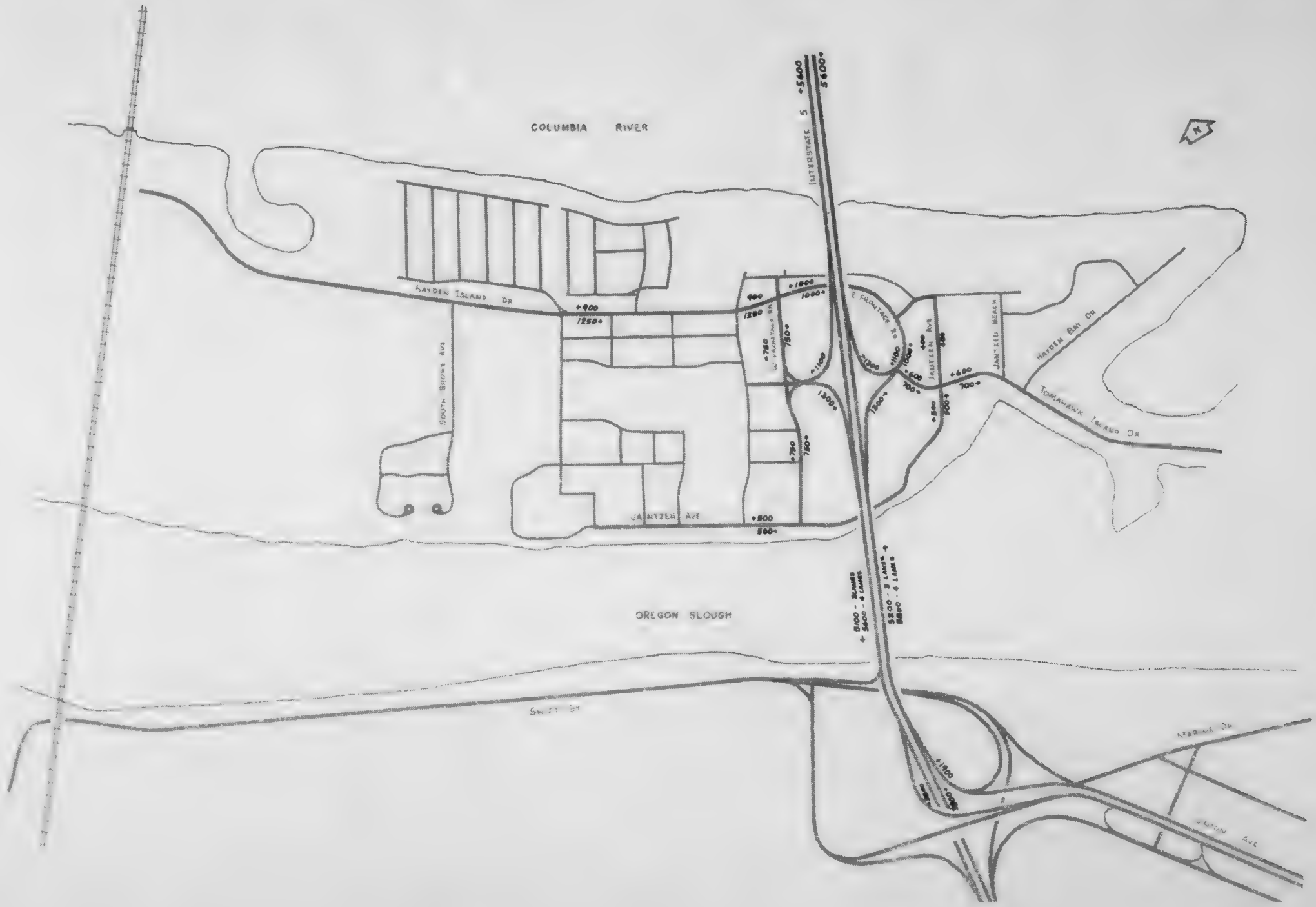

FIGURE 11
STREET CAPACITY
VEHICLES PER HOUR

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91 percent of the street capacity between the East Frontage Road and Jantzen Avenue and about one-third the capacity east of Jantzen Avenue.

The existing roadway system is capable of carrying the anticipated future traffic generated by the potential development. However, in some cases, modifications to intersections, signalization and location of driveways will improve the internal street operation and reduce the number of conflicts and resulting congestion. These will be described in the following chapter.

TRANSPORTATION REQUIREMENTS

Interstate 5

It is recommended that the Oregon Slough Bridge on I-5 be widened from the existing six lanes to eight lanes between the Hayden Island and Union-Swift Interchange to provide for a uniform capacity and traffic operation between Vancouver and south of the Union-Swift Interchange. This improvement would provide a uniform capacity of approximately 5,600 vehicles per hour in each direction.

Hayden Island Streets

Frontage Road Improvements: It is recommended that the intersection between the East Frontage Road and the connector to Jantzen Avenue to developed into a full "T" intersection permitting all traffic movements. See Figure 12. This intersection should then be signalized with a three-phase

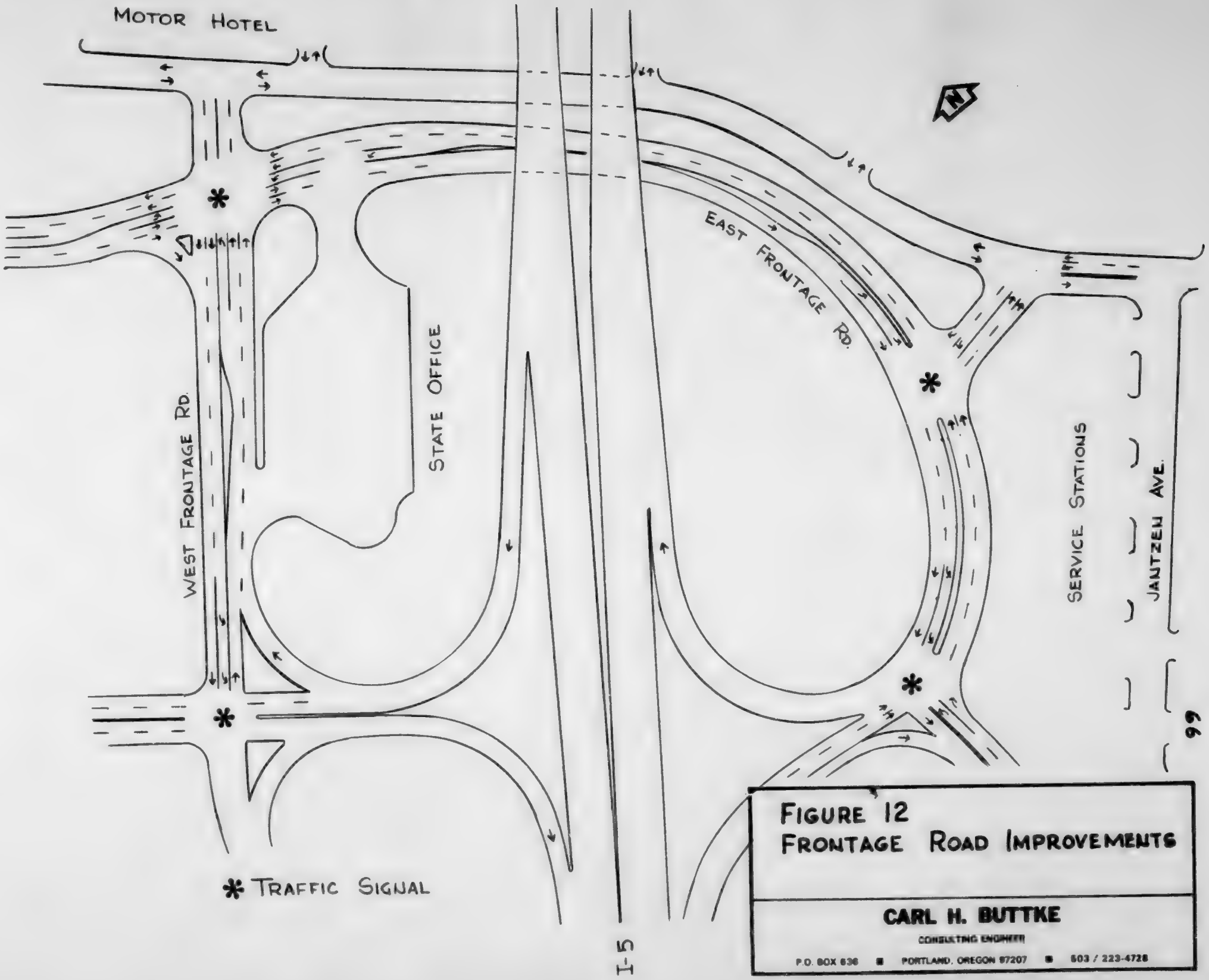

FIGURE 12
FRONTAGE ROAD IMPROVEMENTS

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traffic signal interconnected with the existing signal at the intersection with the East Frontage Road, I-5 northbound ramps and Tomahawk Drive. As shown on Figure 12, a left turn lane in southbound East Frontage Road should be at least 125 feet in length plus a smooth taper. The connector road to Jantzen Avenue should be constructed 48 feet wide providing four lanes of traffic to facilitate turning movements at the intersection with Hayden Island Drive. This intersection should be stop sign controlled.

This improved intersection on the Frontage Road should be provided to facilitate entering and leaving traffic movements from the future motor hotel, office building and specialty shops and restaurants. This improvement would reduce the amount of traffic entering the Frontage Road at Tomahawk Island Drive, thus reducing queue lengths there and extending signal green time to the Frontage Road and I-5 off-ramp.

This intersection improvement should be made when the second motor hotel is ready for occupancy.

It is further recommended that the intersection between Hayden Island Drive and the West Frontage Road be signalized and interconnected with the other signals on the East Frontage Road. Also, the east, west, and south approaches to the intersection should be widened to provide protected left turn lanes in the median area as shown on Figure 12. The

left turn lane in the east approach should extend at least 75 feet east of the driveway for the State Office Building. The left turn lane in the south approach should be at least 150 feet long plus a smooth taper. This improvement should be made as soon as possible.

Tomahawk Island Drive and Jantzen Avenue: It is recommended that all driveways on Tomahawk Island Drive between the East Frontage Road and Jantzen Avenue be removed except for one right turn entrance to the supermarket parking lot. See Figure 13. The removal of driveways in this section of roadway will reduce the conflicts caused by left turning vehicles entering and leaving driveways with other vehicles. The anticipated increased volume on Tomahawk Island Drive requires that these conflicts be removed so vehicles can operate and queue in an orderly fashion at the intersection with the East Frontage Road.

The intersection with Tomahawk Island Drive and Jantzen Avenue may require signalization at some time in the future. Prior to that, a four-way stop sign control may be sufficient.

It is also recommended that all egress for the supermarket be provided along Jantzen Avenue, as suggested in Figure 13.

It is further recommended that Jantzen Avenue between Tomahawk Island Drive and the I-5 overpass be improved by constructing

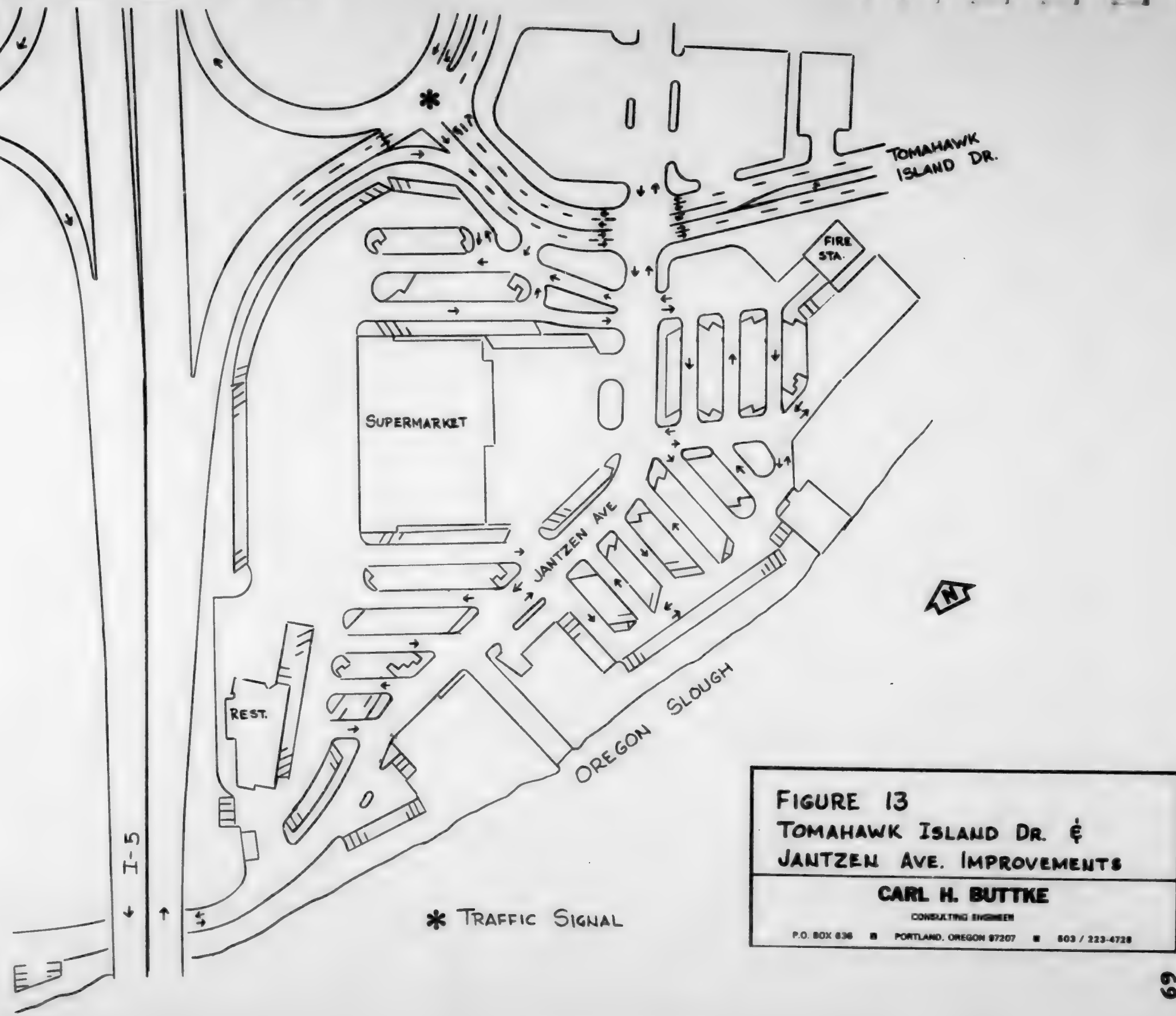

FIGURE 13
TOMAHAWK ISLAND DR. & JANTZEN AVE. IMPROVEMENTS

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more curbing, reducing the size of driveway openings and by rearranging some of the parking lots.

The recommended geometrics are also shown on Figure 13. These improvements will improve the delineation of the roadway, control traffic flow and increase capacity slightly. This improvement should be made as soon as possible.

The planned traffic circulation system with these improvements is anticipated to accommodate the expected growth in traffic as the Island develops.

Public Transportation

It is anticipated that if 15 percent of the employees on Hayden Island use public transportation, some shoppers, and 18 percent of the residents to and from work, capacity for 180 northbound riders must be available between 4:30 and 5:30 p.m. by 1985. In the southbound direction, capacity for 135 passengers must be provided during the same time period.

These volumes indicate a need for nearly five-minute service during the peak hours to accommodate these passengers with seats if the buses are through routed. For example, buses entering Hayden Island from the south must have 15 seats available for oncoming passengers if the frequency is at five-minute intervals. At ten-minute intervals, 30 seats would be

required. Of course, some people could be expected to stand in the bus, but this is not a safe express type operation on freeways.

It is recommended that Hayden Island, Inc. work with TRI-MET and other regional agencies to constantly improve public transportation to and from the Island. It is especially important that the Island be served with express bus service both north and south and that transit lanes be developed where possible to improve transit service. Express transit service is especially important throughout Clark County to provide service for those employees living there.

Within the next five to ten years, as the Island develops, an internal bus or shuttle operation may become feasible, either on a fixed schedule and route operation, demand-actuated or a combination.

Carpooling

An aggressive carpooling program will reduce the number of home-connected work trips by private automobile and the number of parking spaces. TRI-MET is currently operating a region-wide carpool program by matching trip origins and destinations of people who complete an application with TRI-MET. It is recommended that this program be actively promoted on the Island so that all employees are informed of such possibilities. To aid in the formation of carpools, incentives such as those in

parking for future office and industrial buildings should be provided for carpool participants.

Pedestrian and Bicycle Circulation

As more residences are developed and more places of employmennt, it will become necessary to provide sidewalks along the major streets for people walking between home, work or shopping, between bus stops and work, or between places of work and connecting to restaurants. A working force of 5,000 people will require pedestrian facilities to move about the Island without having to drive. These pedestrian facilities should also be designed to accommodate cyclists.

Staggered Working Hours

To reduce the estimated peak hour traffic impact, staggered working hours will become a necessity. The shopping center, restaurants and motor hotel already have staggered hours. The addition of office buildings usually will tend to bunch traffic entering and leaving the Island. Therefore, offices should operate on staggered hours to avoid the peaks occurring on I-5. For example, to begin work after 8:30 a.m. will miss the morning peak hour congestion. However, in the afternoon, offices should close after 5:30 p.m. or before 4:15 p.m. The effect of future staggered working hours has not been included in these analyses.

EFFECT OF DEVELOPMENT ON TRIP LENGTH

The further development of Hayden Island with diversified employment will reduce the trip length of Washington commuters to Oregon. A recent origin-destination survey of Washington commuters on I-5, shown on Table 19, indicates the number and destinations of work trips to Oregon between 6:00 and 9:00 a.m.

TABLE 19

WORK DESTINATIONS IN OREGON OF WASHINGTON COMMUTERS

Downtown Portland	2,020
North Portland (South of Columbia Blvd.)	1,936
Lloyd Center	1,362
Northwest Industrial Area	1,213
Southeast Portland	948
Swan Island	818
Industrial Area North of Columbia Blvd.	717
East Multnomah County	692
Washington County	469
Southwest Portland	446
St. Johns-Rivergate	410
Clackamas County	281
Through Region	173
Total	11,485

Source: Interstate Bridge Corridor Project, Phase I, Low Cost Improvements, Analysis and Recommendations, Columbia Region Association of Governments, 1974.

The average trip length of Washington commuters is approximately seven miles beyond Hayden Island. People living in the State of Washington Commuting into Oregon travel on the average 13 to 14 miles to work. Those working on Hayden Island travel approximately half that distance. Therefore, the provision of employment opportunities on Hayden Island will be beneficial from a transportation standpoint to both the State of Washington and Oregon. For those living in Washington and working in Oregon, their work trips could be reduced almost in half. For those in Oregon, the commute to Hayden Island will be in the opposite direction of the major traffic flow. Also, employment opportunities on Hayden Island tend to divert or intercept the Washington commuter at the entrance to the Portland urban area, thus preserving the transportation capacity south of the Columbia River for local use.

APPENDIX

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TABLE A-1
HAYDEN ISLAND
1975 VEHICLE TRIP GENERATION SUMMARY
DRIVE-WAY VOLUMES AT EACH FACILITY

	LAND USE	1 AVE. WEEKDAY VOLUME	2 AM PK HR ENTER (8-9AM)	3 AM PK HR EXIT	4 AM PK HR TOTAL	5 PM PK HR ENTER (4:30-5:30 PM)	6 PM PK HR EXIT	7 PM PK HR TOTAL	8 PM PK HR FRIDAY VOLUME	9 ENTER	10 EXIT	11 TOTAL	12 4:30-5:30 PM
	RESIDENTIAL												
1	APARTMENTS & CONDOMINIUMS	1660	15	100	115	80	80	160	1660	80	80	160	
2	ADULT MOBILE HOME PARK	580	10	30	40	30	20	50	580	30	20	50	
3	H.I. FAMILY MOBILE HOME PARK	1230	15	70	85	80	60	140	1230	80	60	140	
4	S.S. FAMILY MOBILE HOME PARK	410	10	20	30	20	15	35	410	20	15	35	
5	W. MOORAGE HOUSE BOATS	970	10	50	60	70	50	120	970	70	50	120	
6	E. MOORAGE HOUSE BOATS	230	5	10	15	20	10	30	230	20	10	30	
7	SUB TOTAL	5080	65	280	345	300	235	535	5080	300	235	535	
8	RETAIL												
9	JANTZEN BEACH CENTER	17000	240	120	360	690	720	1410	20000	800	850	1650	
10	SUPERMARKET	4000	30	10	40	180	170	350	4800	210	200	410	
11	RESTAURANT 7150#	1200	90	90	180	50	25	75	1200	50	25	75	
12	RESTAURANT 4980#	750	60	60	120	35	15	50	750	35	15	50	
13	SERVICE STATIONS - 6 -	4500	70	70	140	80	80	160	4500	80	80	160	
14	BANK	650	-	-	-	50	50	100	750	80	80	160	
15	BOAT SALES & REPAIR 7400#	150	10	-	10	10	15	25	150	10	15	25	
16	SUB TOTAL	28250	520	350	870	1095	1075	2170	32150	1265	1265	2530	
17	OTHER COMMERCIAL												
18	OFFICE	50	10	-	10	-	10	10	50	-	10	10	
19	MOTOR HOTEL 274 RMS	3500	140	70	210	125	125	250	3500	125	125	250	
20	STATE OFFICE BLDG	1000	50	50	100	50	50	100	1000	50	50	100	
21	SUB TOTAL	4550	200	120	320	175	185	360	4550	175	185	360	
22	RECREATIONAL												
23	H.I. YACHT CLUB	170	0	0	0	10	10	20	170	10	10	20	
24	H.I MOORAGE	1000	20	0	20	70	40	110	1000	70	40	110	
25	OVERNIGHT TRAILER CAMP	150	0	15	15	5	5	10	150	5	5	10	
26	BOWLING LANES	1050	40	40	100	90	20	110	1260	50	80	130	
27	ICE RINK	300	-	-	-	10	20	30	300	10	20	30	
28	SUB TOTAL	2719	80	55	135	135	195	280	2920	145	155	300	
29													
30	GRAND TOTAL	40590	865	605	1670	1705	1640	3345	44700	1885	1840	3725	
31													
32													
33													
34													
35													
36													
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40													

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TABLE A-2

HAYDEN ISLAND

PROBABLE FULL DEVELOPMENT VEHICLE TRIP GENERATION SUMMARY

DRIVE-WAY VOLUMES @ 1975 TRAVEL CHARACTERISTICS

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	LAND USE		1 AVE WEEKDAY VOLUME	2 8-9 AM ENTER	3 8-9 AM EXIT	4 8-9 AM TWO-WAY	5 4:30 to 5:30 PM ENTER	6 5:30 PM EXIT	7 4:30-5:30 TWO-WAY	8 FRIDAY TWO-WAY VOLUME	9 4:30 to 5:30 PM ENTER	10 EXIT	11 4:30-5:30 TWO-WAY
1	RESIDENTIAL												
2	APARTMENTS & CONDOMINIUMS	287	1660	15	100	115	80	80	160	1660	80	80	160
3	RESIDENCES WITH SP. RETAIL	40	270	1	15	15	15	15	30	270	15	15	30
4	ADULT MOBILE HOME PARK	112	580	10	30	40	30	20	50	580	30	20	50
5	HI FAMILY MOBILE HOME PARK	251	1830	25	100	125	125	90	215	1830	125	90	215
6	S.S FAMILY MOBILE HOME PARK	80	580	10	30	40	40	30	70	580	40	30	70
7	W. MOORAGE HOUSE BOATS	162	1180	15	65	80	80	60	140	1180	80	60	140
8	E. MOORAGE HOUSE BOATS	31	230	5	10	15	20	10	30	230	20	10	30
9	SUB TOTAL	913	6330	80	350	430	390	305	695	6330	390	305	695
10	RETAIL												
11	JANTZEN BEACH CENTER	874	35000	540	250	790	1400	1600	2500	91000	1600	1700	3300
12	SUPERMARKET	329	4700	30	10	40	210	190	400	5600	250	225	475
13	RESTAURANT	71	1200	90	90	180	60	25	85	1200	50	25	75
14	RESTAURANTS (2)	1038	1700	130	130	260	80	30	110	1700	80	30	110
15	RESTAURANT	600	1000	75	75	150	50	20	70	1000	50	20	70
16	SERVICE STATIONS	4	4500	70	70	140	80	80	160	4500	80	80	160
17	BANK		650	—	—	—	50	50	100	750	90	80	160
18	BOAT SALES & REPAIR		150	10	—	10	10	15	25	150	10	15	25
19	SPECIALTY SHOPS & REST'S.		1800	30	20	50	80	40	140	2700	120	60	180
20	SUB TOTAL		20700	975	645	1620	2010	1970	3980	58600	2320	2235	4555
21	OTHER COMMERCIAL												
22	OFFICE — TOTAL	235	2800	470	105	575	50	480	530	2800	50	480	530
23	MOTOR HOTEL	347	4400	175	90	265	160	160	320	4400	160	160	320
24	MOTOR HOTEL	300	3800	150	80	230	140	140	280	3800	140	140	280
25	STATE OFFICE BLDG.		1000	50	50	100	50	50	100	1000	50	50	100
26	INDUSTRIAL	125	4500	135	70	205	100	400	500	4500	100	400	500
27	SUB TOTAL		16500	980	395	1375	500	1230	1730	16500	500	1230	1730
28													
29													
30	RECREATIONAL & OTHER												
31	H.I. YACHT CLUB		170	10	0	0	10	10	20	170	10	10	20
32	H.I. MOORAGE		1000	20	0	20	70	40	110	1000	70	40	110
33	OVERNIGHT TRAILER CAMP		190	0	15	15	5	5	10	190	5	5	10
34	BOWLING LANES		1060	60	40	100	40	70	110	1260	50	80	130
35	ICE RINK		300	—	—	—	10	20	30	300	10	20	30
36	TENNIS COURT		350	10	5	15	10	5	80	350	15	15	30
37	MINI WAREHOUSE		30	—	—	—	—	—	—	30	—	—	—
38	SUB TOTAL		3090	90	60	150	150	160	310	3300	160	170	330
39	HAYDEN ISLAND TOTAL		76620	2125	1450	3575	3050	3665	6715	89730	3270	3940	7210
40	TOMAHAWK ISLAND TOTAL		2600	70	35	105	150	140	290	2650	150	140	290
	GRAND TOTAL		79220	2195	1485	3680	3200	3805	7005	87380	3520	4080	7600

FIGURE A-1

HAYDEN ISLAND TRAVEL QUESTIONNAIRE

A survey is being made to determine the travel characteristics of employees at Hayden Island in an ongoing effort to improve access and circulation. Your cooperation will assure the success of this analysis.

Please circle ONLY the CODE NUMBER of your answer or write in the answer on the blank provided.

o IN WHICH BUILDING DO YOU WORK?

1. Thunderbird Motor Inn
2. U. S. Bank
3. Service Station
4. Denneys
5. Jantzen Beach Center
6. Jantzen Beach Ice Sport Center
7. Bowling Lanes
8. S.S. Mobile Home Park
9. Hayden Island Mobile Home Park
10. Waddles
11. Safeway
12. N. W. Instruments
13. Norgetown
14. Hayden Island Yacht Club
15. Fire Station
16. Hayden Island Inc.
17. Jantzen Beach Apartments
18. OTHER_____

o ON A TYPICAL WEEKDAY HOW DO YOU TRAVEL TO WORK?

1. Drive Automobile
2. Auto Passenger of Someone Working on Hayden Island
3. Auto Passenger of Someone Not Working on Hayden Island
4. Bus
5. Walk
6. Bicycle
7. OTHER_____

o WHAT TIME DO YOU ARRIVE AT WORK ON A TYPICAL DAY?_____

o WHAT TIME DO YOU LEAVE WORK ON A TYPICAL DAY?_____

o WHAT IS YOUR RESIDENCE STATE AND ZIPCODE?

STATE_____ ZIPCODE_____

o DO YOU LIVE ON HAYDEN ISLAND?

1. Yes
2. No

TRIP GENERATION SOURCES

1. Trip Generation Study of Selected Commercial and Residential Developments, Illinois Section, Institute of Traffic Engineers, June 1969.

2. Trip Generation Study, New England Section, Institute of Traffic Engineers, July 1973.

3. Trip Generation Study, Ohio Section, Institute of Traffic Engineers, November 1973.

4. Trip Generation Statistics, New York Metropolitan Section, Institute of Traffic Engineers, January 1973.

5. Eighth Progress Report on Trip Ends Generation Research Counts, State of California Transportation Agency, Department of Public Works, Division of Highways, District 4, July 1973.

6. Port Center Traffic Analysis, for the Port of Portland, Carl H. Buttke, Consulting Engineer, August 13, 1973, and Volume Measurements, May 1975.

7. Second Progress Report on Traffic Generators, State of California Business and Transportation Agency, Department of Public Works, Division of Highways, December 1972.

8. Comparison of Virginia Urban Trip Generation Studies with Similar Investigations Conducted by the States of Maryland and California, Virginia Department of Highways, Metropolitan Transportation Planning Division, July 1972.

9. Trip Generation Rates, Interim Technical Report 4365-4410, Tri State Regional Planning Commission, May 1973.

10. Parking and Traffic Generation-Office Buildings, Herman Kimmel and Associates, September 1970.

11. Summary of Special Generator Studies, Twin Cities Area Metropolitan Council, 1971.

12. Travel Generation, National Association of County Engineers, Action Guide Series, July 1972.

13. Seventh Progress Report on Trip Ends Generation Research Counts, State of California Transportation Agency, Department of Public Works, Division of Highways, District 4, December 1971.

14. Trip Generation, Institute of Traffic Engineers, Western Section, January 1967.

15. Progress Report on Trip Ends Generation Research Counts, State of California Transportation Agency, Department of Public Works, Division of Highways, District 4, December 1965.

16. Fifth Progress Report on Trip Ends Generation Research Counts, State of California Transportation Agency, Department of Public Works, Division of Highways, District 4, December 1969.

17. Trip Generation Study, State Roads Commission of Maryland, Bureau of Transportation Planning, 1970.

18. Trip Generation Study, Maryland State Road Commission, Bureau of Traffic Planning, 1968.

19. Land Use Master Plan Swan Island Industrial Park, Planning Division, Port of Portland, Portland, Oregon, 1972.

20. Industrial Park Trip Generation Study, Connecticut Department of Transportation, Bureau of Planning and Research, 1972.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1923-100

June 13, 1975 7-29-75

Portland, OR 97213

FROM: R. N. BOTHMAN ebg
Metropolitan Engineer

SUBJECT: Jantzen Beach interchange
Pacific East undercrossing
I-5

TO: E. S. HUNTER
Assistant State Highway Engineer
Design

To my best knowledge the subject project is currently in limbo.

The project is scheduled for construction next year, however.

The project is affected by the Interim Transportation Plan, anticipated to be adopted by the CRAG Board of Directors, June 18, which shows a busway facility on I-5.

In previous correspondence I have requested consideration be given to addressing the traffic volumes and projected traffic volumes. John Hanks has produced projected volumes indicating a necessity for an additional lane between the Denver-Swift interchange and the Jantzen Beach interchange.

For your further consideration, please find attached photos obtained during the p.m. rush hours on May 30, 1975. Photo #1 is a view of the northerly ramp to the East Fremont interchange; photo #2, Columbia Boulevard interchange; photo #3, Delta Park interchange; photo #4, Denver Avenue on-ramp; photo #5, Denver-Swift interchange; photo #7, Jantzen Beach interchange; photo #8, Interstate Bridge.

I believe these pictures depict problem areas with the traffic and do substantiate John Hanks'traffic analysis exactly, indicating the need for additional capacity. In fact, the problem areas are the areas between the Denver Avenue access northbound to I-5, and the Jantzen Beach interchange; the level of service does improve on the Interstate Bridge.

I have not had sufficient copies of the photos made for distribution. If appropriate, please pass these to Hal Versteeg whose section has asked for further indication to backup John Hanks ' report.

ebg

cc: J. H. Versteeg
John Hanks

RECEIVED
JUN 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-29-75
ORIGINAL TO
Hal Versteeg
w/photos!

7-29-75
Hal
Look at Hanks
new traffic projections.
Then lets discuss.
Ed

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(-)308
Jantzen Beach-Pacific Highway East
Pacific Highway
Project Assessment

DATE: April 21, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The project assessment on this project was submitted by Mr. Rulien on March 28, 1975. The assessment has been held because of the apparent uncertainty as to what type of improvement will ultimately be implemented. The document is being returned without concurrence until a final decision can be made as to what improvements are needed to solve the problems at this location.

According to current Coast Guard procedures, it would be necessary to prepare an impact statement on any project requiring a Coast Guard permit. Under this concept, a negative declaration would be the minimum if a permit is needed.

William H. Kappus
for G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (G Potter)

Attachment

RECEIVED
STATE HWY ENGR
APR 22 '75
REFER TO
FOR

4-23-75
Rulien

4-24-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
APR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 17, 1975

FILE:

FROM: Donald N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Interstate Bridge-Pacific E.
Undercrossing
Pacific Highway
Multnomah County

Preliminary Design has obtained bridge estimates for both six lanes and eight lanes on the Slough structure on the subject project. We are awaiting a traffic analysis from the Planning Section on the need for the added lane southbound. When this is received we will make a recommendation to Mr. Hunter.

DNS:jh
cc: J. H. Versteeg
J. B. Boyd
Gary Potter
Victor D. Wolfe
W. J. Hart
R. N. Bothman
E. L. Hardt

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 17 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring Up
Other

Robert W. Straub
xxxxxxxxxx

March 19, 1975

925-5

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Oregon Slough Bridge Widening
Jantzen Beach Interchange-Columbia
Slough Interchange Section
Bridge 13770
Your File 1041BR.1

Mr. Schell's January 8 letter approved the initial preliminary transmittal for the remodeling of the existing Oregon Slough Bridge to carry six lanes of traffic with six-foot shoulders.

A concern was expressed over a scour problem around the existing footings. Previous hydraulic reports indicated that a scour condition had existed in the past. With the additional reservoir capacity upstream and the imposition of controls on dredging in the area of the bridge, we feel that we can adequately protect the existing piers with a riprap blanket. Recent soundings found the river bottom to be generally agrading which tends to verify that the scour problem is diminishing.

The cost and full extent of the riprap protection that will be required has not been determined. An estimate of this cost will be included with our formal submittal of a full preliminary plan. A revised foundation and hydraulic report will also be submitted at that time.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
Walt Hart

WJH:dh ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
JAN 10'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ret
NOTED
A. E. JOHNSON

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 8, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-5-6(-)308
Oregon Slough Bridge - #1377-D

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's letter of November 19, 1974 submitted revised preliminary plans for the Oregon Slough Bridge. These plans call for remodeling the existing bridge to carry six lanes of traffic with six-foot shoulders. The sidewalk will be moved to a new separate structure just upstream from the existing bridge. Mr. Hart requested our approval of the roadway width.

Although we are prepared to recommend approval of the proposed geometrics, we are concerned about using the existing substructure for support. Mr. Lenz's December 2, 1971 hydraulic report describes a scour situation that exists at the site. The piers have been protected by cones of riprap which also partially obstruct the channel. In addition the channel downstream has been dredged out causing a continual degradation of the streambed at the site. All this has caused repeated maintenance of the foundation. The channel bottom shown on your latest submission appears to show that the scour holes are presently filled in. In addition to your studies, Professor Klingeman also expressed concern about scour at the bridge site after his survey of the site made about that time.

As a result of all these concerns it was decided in 1971 that a more prudent step would be to replace the entire structure with one having foundations below any anticipated scour line. This decision was made even though the original structure was built in 1916 and has served adequately.

You now are proposing to utilize this structure to support a new superstructure. We would like to know what steps you propose to take to insure the safety of the bridge foundations from scour or streambed degradation. The cost of these protective measures should also be included in the estimate for the crossing. In addition in the near future we would like to schedule an inspection of the superstructure with somebody from the Bridge Design Section.

for G. L. Green

cc:
OSHD (W. Hart)

RECEIVED
JAN 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File: Br. 1377D

E. S. Hunter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1974

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P O Box 300
Salem, OR 97308

Dear Mr. Green:

Oregon Slough Bridge Widening
Jantzen Beach Int.-Columbia Slough Br. Sec.
Pacific Hwy.
Multnomah Co.

Enclosed are five copies each of Drawings Nos. 29960, B-636, and B-638 through B-641. The feasibility of providing 6 ft. shoulders for the proposed widening has been considered and the building of a separate pedestrian structure appears to be the most desirable solution. The location of this proposed pedestrian structure and changes in roadway width and other details are shown in red on the enclosed drawings. The pedestrian structure will end approximately 100 ft. beyond Pier 10. The last span will descend to connect with a sidewalk along the north side of Swift Blvd. as shown on the enclosed interchange drawing.

Construction of a pedestrian structure immediately upstream from the existing structure will certainly be a factor in the reconstruction of the adjacent deck. Whether this would have a negative or positive effect would depend on the contractor's methods of construction and on what restrictions we place on his use of the pedestrian structure. This location would be a definite disadvantage if a decision to provide additional lane capacity on this side was made at some later time.

However, the separate pedestrian structure would provide the following benefits:

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NOV 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1) The full traffic carrying capability of the existing structure could be utilized.

2) Pedestrian traffic could be accommodated during all phases of construction.

3) One line of temporary railing would not be required and there would be more space available to the contractor during Stage II construction.

4) The 3 ft. shift in the median centerline would tie in more closely with the existing traffic pattern in Jantzen Beach Interchange.

The original 1990 ADT projections took the development on Hayden Island into account. However, current projections for the 1990 ADT have increased slightly and are enclosed. Both projections had the traffic on the Oregon Slough Bridge only slightly above that of the Interstate Bridges.

An inspection of the deck for the northbound structure was made in 1970 and some deterioration of the deck was noted along the gutters. This portion of the deck is to be replaced under the proposed widening. The deck expansion joints also need to be repaired or replaced for this structure. Some leakage of water through the deck along the embedded streetcar rails was evident but spalling of the deck was noted in only one location. Because of problems with handling traffic, we feel that it is necessary to utilize the existing deck and repair it as necessary. All available information indicates that the deck of the southbound structure is in good condition.

The estimated cost of the revisions to Spans 1 through 10 including the pedestrian structure is $2,500,000. The remainder of the work should add about $5,000,000 to the project cost. Both costs include an allowance for engineering and contingencies.

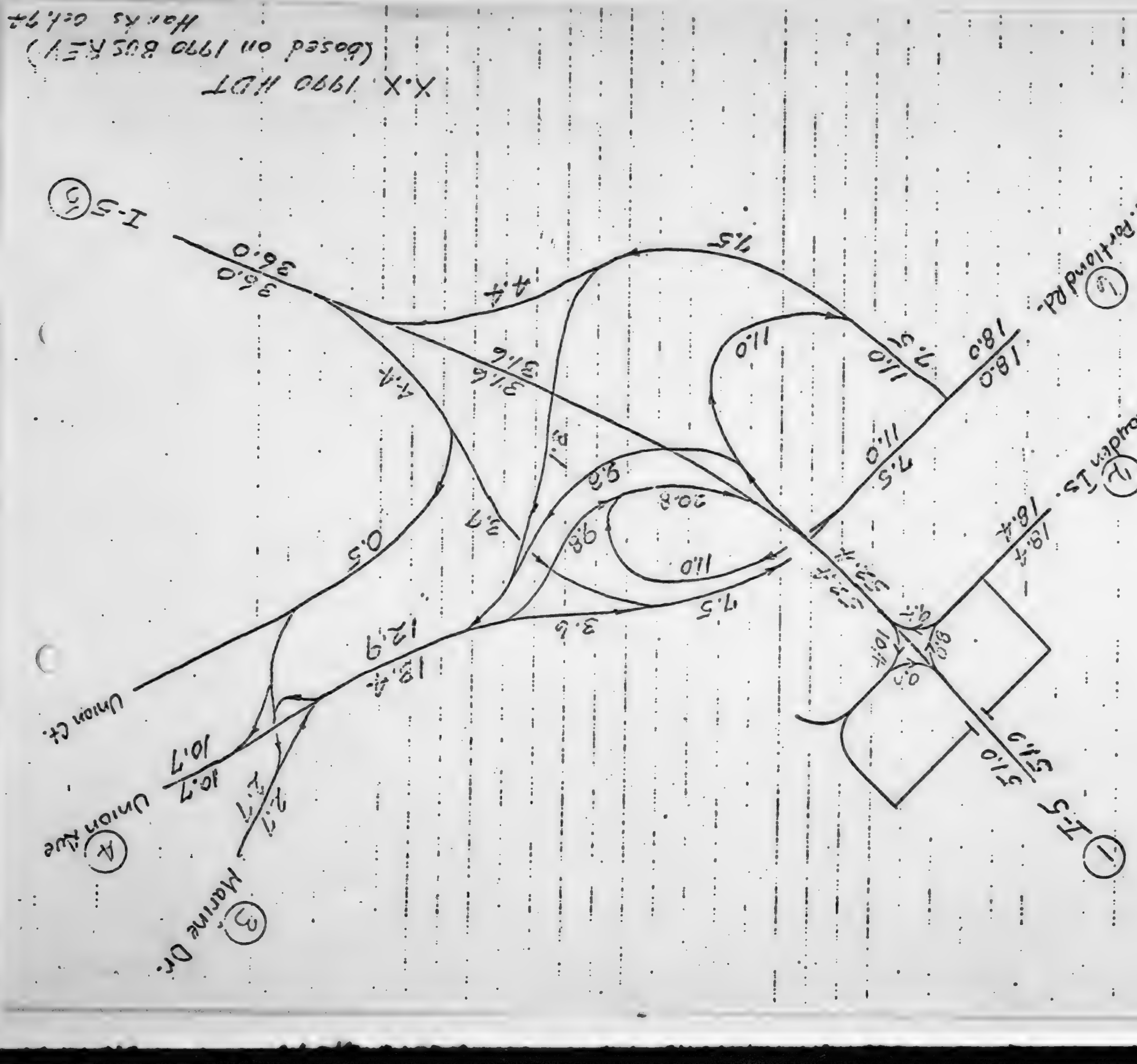
May we have your comments on this proposal at an early date? The Metro Section is proceeding with the geometric design at the south end of the bridge using the common centerline in the original submission of October 1, 1974.

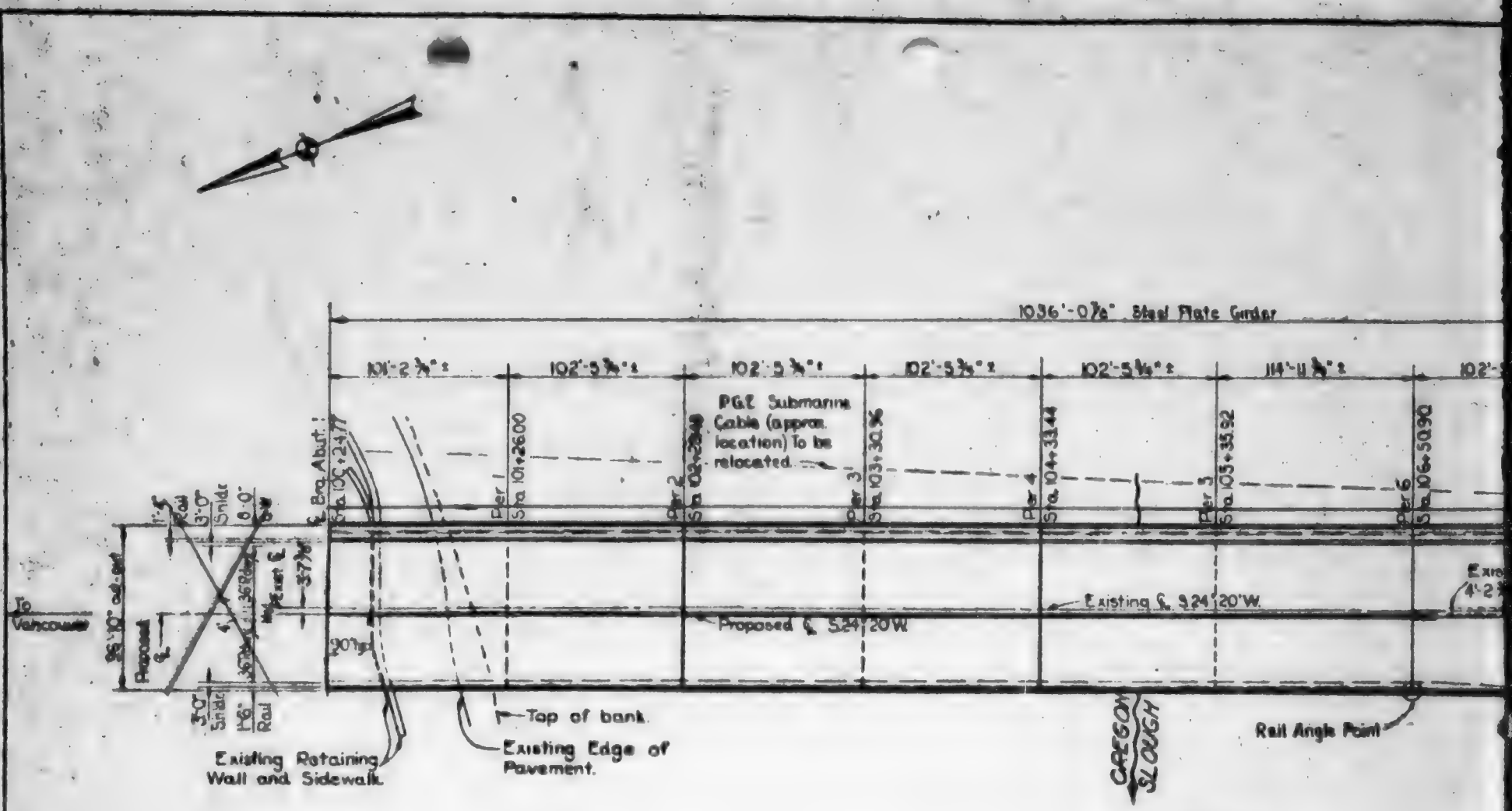
Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

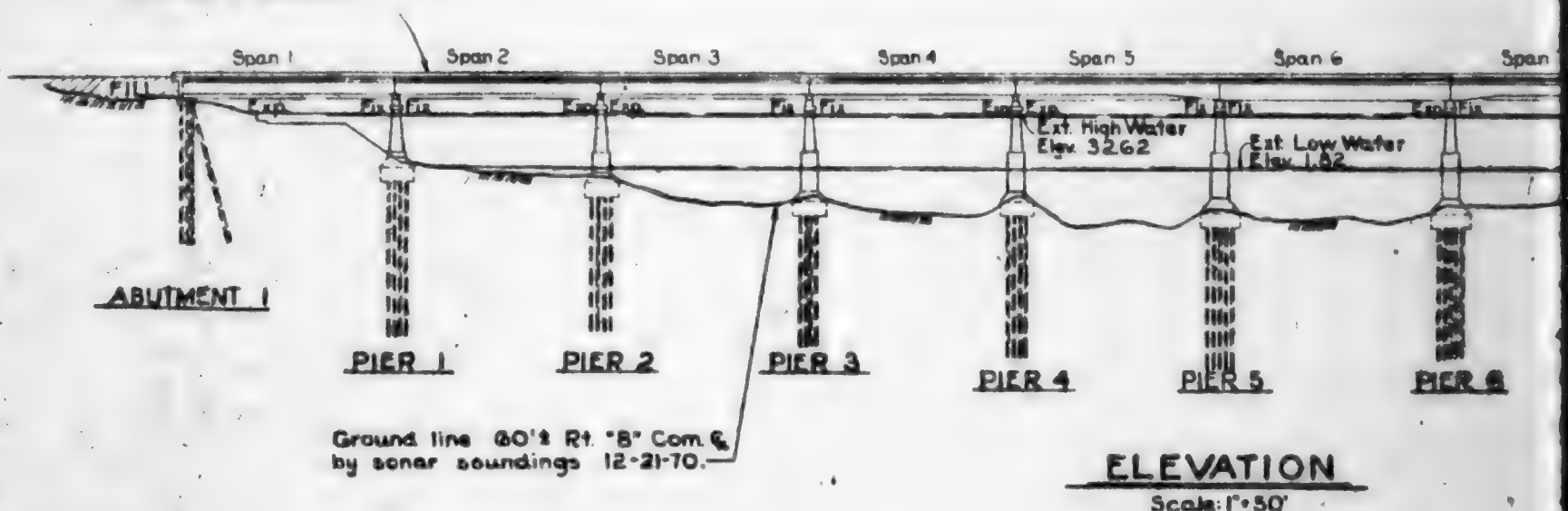
RLM/ag
Encls.
cc F. B. Klaboe w/encl.
E. S. Hunter w/encl.
L. W. Rulien w/encl.
J. H. Versteeg w/encl.
V. D. Wolfe w/encl.


X.X. 1990 HOT
(based on 1990 BUS KEY)
Hours adj.74
I-5 (5)
36.0
36.0
7.5
4.4
18.0
7.5
11.0
11.0
N. Portland Rd.
(15)
3.6
3.6
4.4
11.0
7.5
11.0
Hayden Is.
(12)
18.4
18.4
9.2
20.8
9.8
11.0
7.5
3.6
12.9
18.4
0.5
3.7
Union Ct.
10.7
10.7
Union Ave
(A)
2.1
2.1
Marine Dr.
(3)
51.9
51.0
I-5
(1)



PLAN
Scale: 1"=50'

Std. Steel Type "G" Traffic Rail both sides of Structure, with 3'-6" Chain Link Fence on top of Traffic Rail (East Side Only).
Std. Pedestrian Handrail, Drawing # 27214 on East Side of Structure.



ELEVATION
Scale: 1"=50'

Proposed Pedestrian Structure.

102'-5 3/8"± 102'-5 3/8"± 102'-5 3/4"± 102'-5 3/4"±

Pier 6 Sta. 106+50.90 | Pier 7 Sta. 107+53.38 | Pier 8 Sta. 108+55.86 | Pier 9 Sta. 109+58.34 | Pier 10 Sta. 110+60.84

Overhead Wires

Existing 4'-2 3/4" Median

Proposed Steel Type "G" Median

90° typ.

Existing Structure to be Modified to Pier 10.

To Portland

Existing Structure to be Replaced beyond Pier 10.

Existing Swift Ave. Off Ramp to be removed.

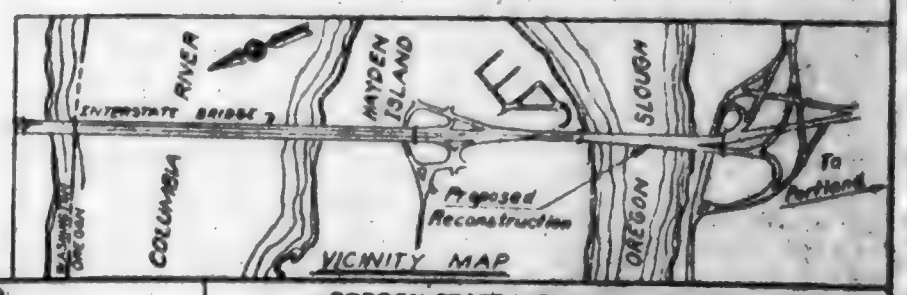
UPWD

UPED

Span 7 Span 8 Span 9 Span 10

South Approach to be designed later.

PIER 6 PIER 7 PIER 8 PIER 9 PIER 10



APPROVED:

BRIDGE ENGINEER

DESIGNED

DRAWN T.H.

CHECKED

REVIEWED

REVIEWED

CALC. BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH BRIDGE WIDENING

INTERSTATE BRIDGE – PACIFIC EAST UNDING
PACIFIC HIGHWAY I-5
MULTNOMAH COUNTY

PRELIMINARY PLAN & ELEVATION

DATE

BRIDGE NO.

SHEET OF

DRAWING NO. 29960

10' Prestr. Double Tee

1'-6" rail

6'-0" shldr

12'-0" lane

12'-0" lane

12'-0" lane

4'-0" median

Existing Common ℄ S

3'-6" chain link fence on top of steel Type "G" traffic rail

Std Pedestrian Rail – Dwg No 27214.

Add new sidewalk stringers

Add new S 20 x 65.4 stringer each side of Northbound Bridge.

Add strut to provide additional capacity as required. (typ ea side)

4'-2¾" Existing med.

19'-0" Existing

19'-0" Existing

3'-6" typ.

Pour new deck (3 locations)

Existing brackets at end floor beams. Add brackets at all interior floor beams.

New Drains.

relocate walk

STAGE II

STAGE I LT

Type "G" Rail

6' 5'-7" at shldr.

3'-6" at median

7"

Edge of traveled lane (proposed)

Northbound Br.

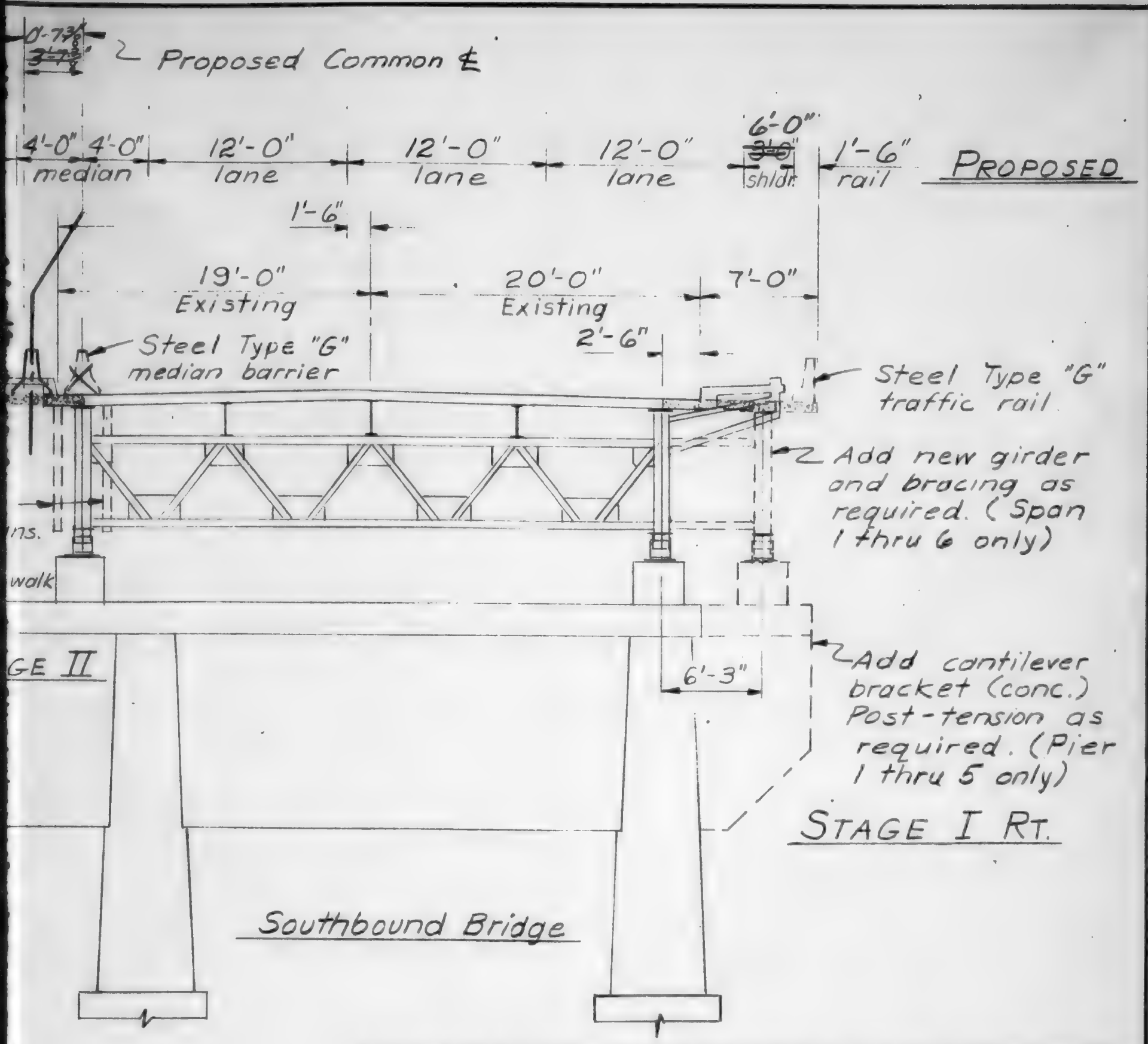
PROPOSED SHOULDER

No Scale

PIER 3 ℄ 4 ELEVAT

Scale: ⅛" = 1'-0"

Piers 1, 2, ℄ 5 are for Southbound Bridge Piers similar for N.B.



LEVATION
= 1'-0"

are similar
Bridge. All
r N.B. Bridge.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

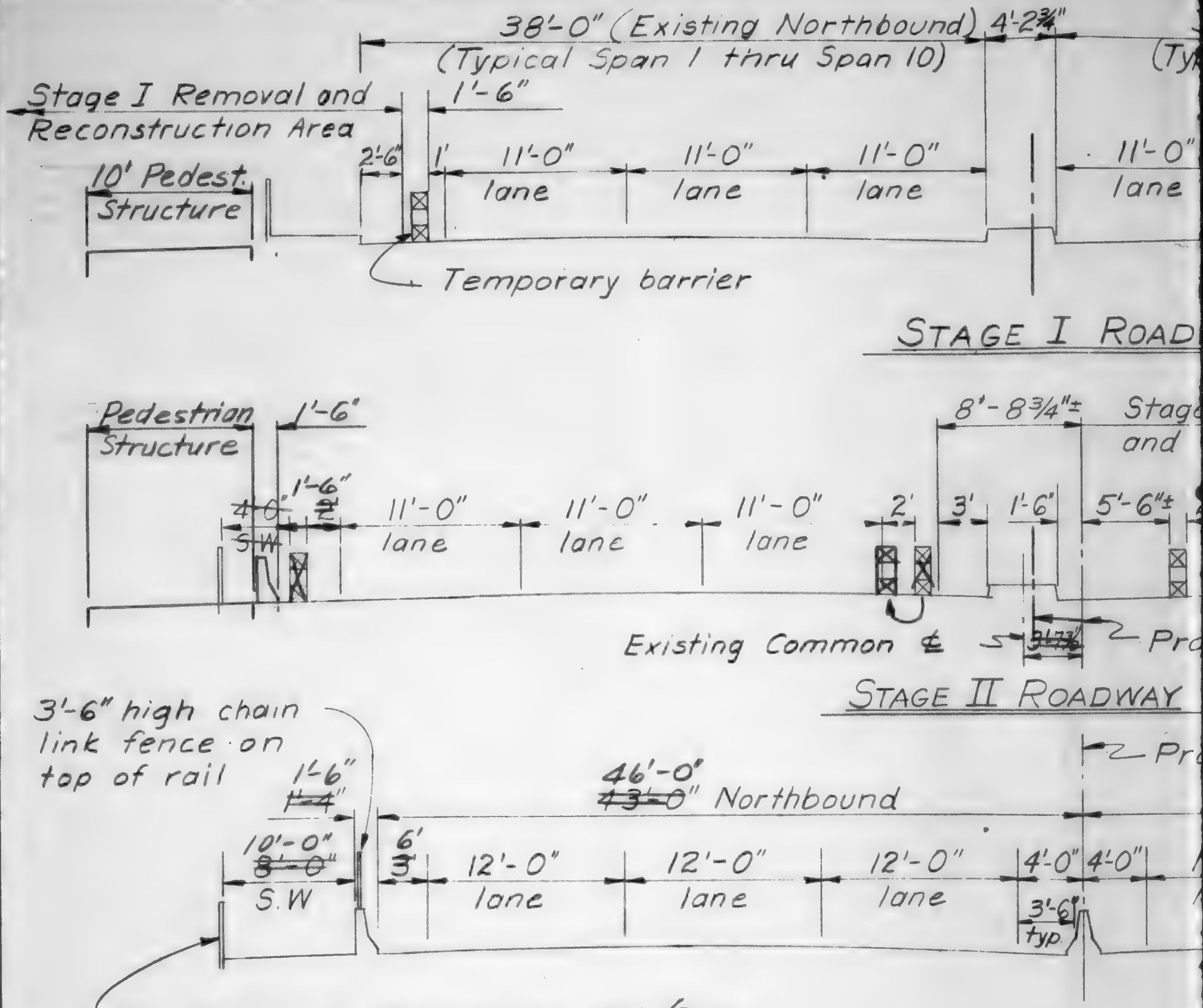
OREGON SLOUGH
PROPOSED WIDENING AT PIER 3 & 4.
PACIFIC HIGHWAY MULTNOMAH CO.

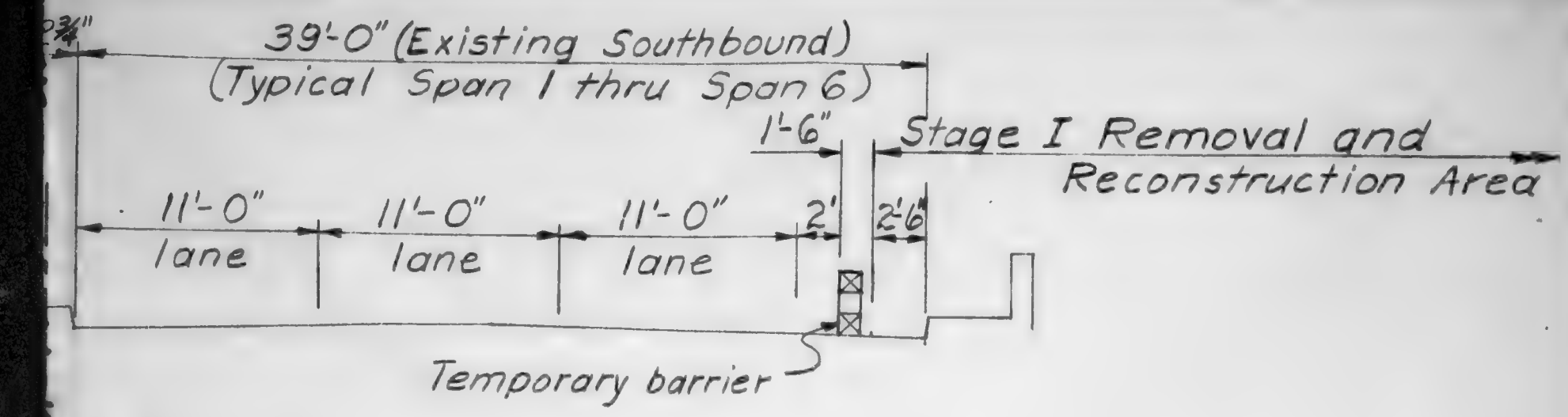
APPROVED:

BRIDGE ENGINEER

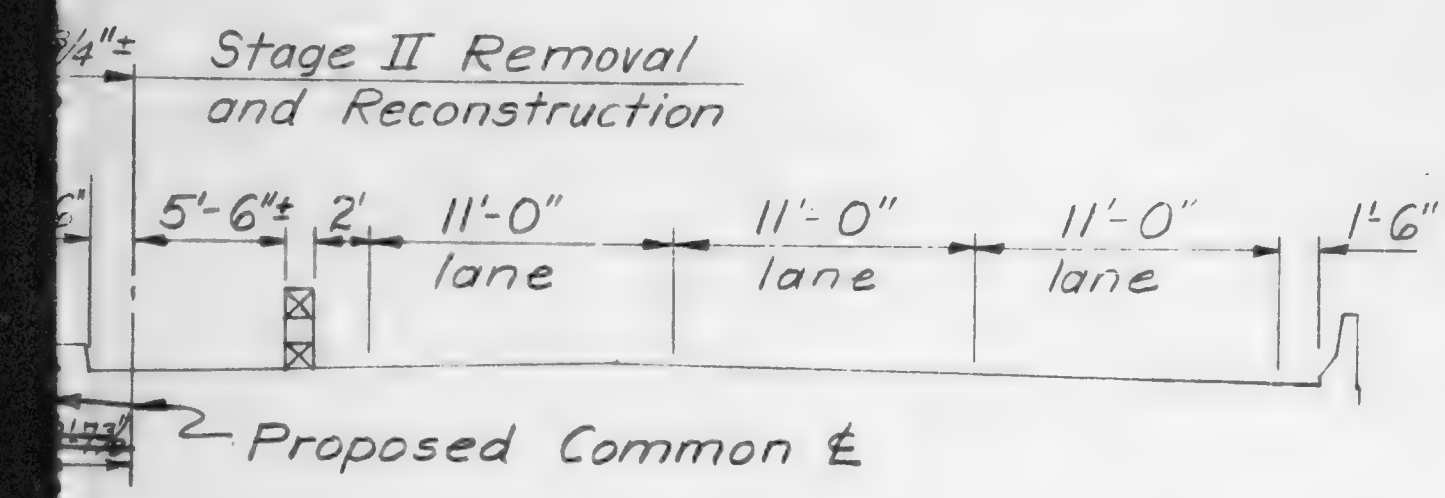
DATE 7-18-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-636

formerly Dwg. OS-1

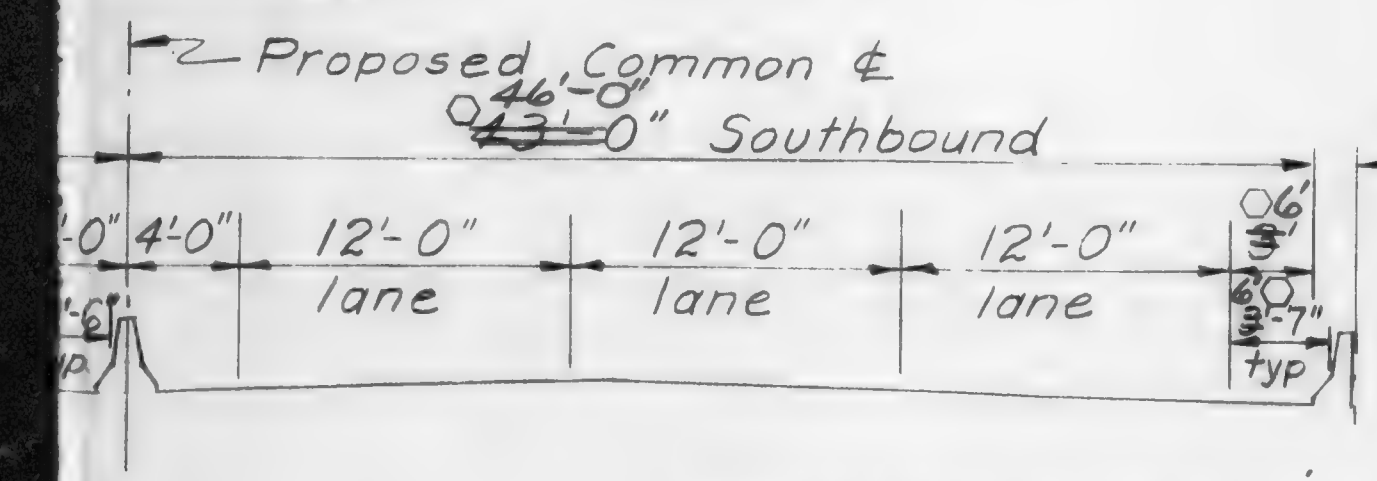

38'-0" (Existing Northbound)
(Typical Span 1 thru Span 10)
4'-2¾"
Stage I Removal and Reconstruction Area
1'-6"
10' Pedest. Structure
2'-6"
1'
11'-0" lane
11'-0" lane
11'-0" lane
11'-0" lane
Temporary barrier
STAGE I ROAD
Pedestrian Structure
1'-6"
8'-8¾"±
Stage and
4'-0" S.W
1'-6"
11'-0" lane
11'-0" lane
11'-0" lane
2'
3'
1'-6"
5'-6"±
Existing Common ℄
Pro
STAGE II ROADWAY
3'-6" high chain link fence on top of rail
1'-6"
46'-0" Northbound
10'-0" S.W
6'
3'
12'-0" lane
12'-0" lane
12'-0" lane
4'-0"
4'-0"
3'-6" typ.
Pro
Standard Pedestrian Rail (Dwg. No. 27214) attached to edge top of deck.
FINAL ROADWAY



I ROADWAY



OADWAY



○ These dimensions increase uniformly from Pier 6 to Pier 10. (Add 9'-6" at Pier 10)

ROADWAY

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

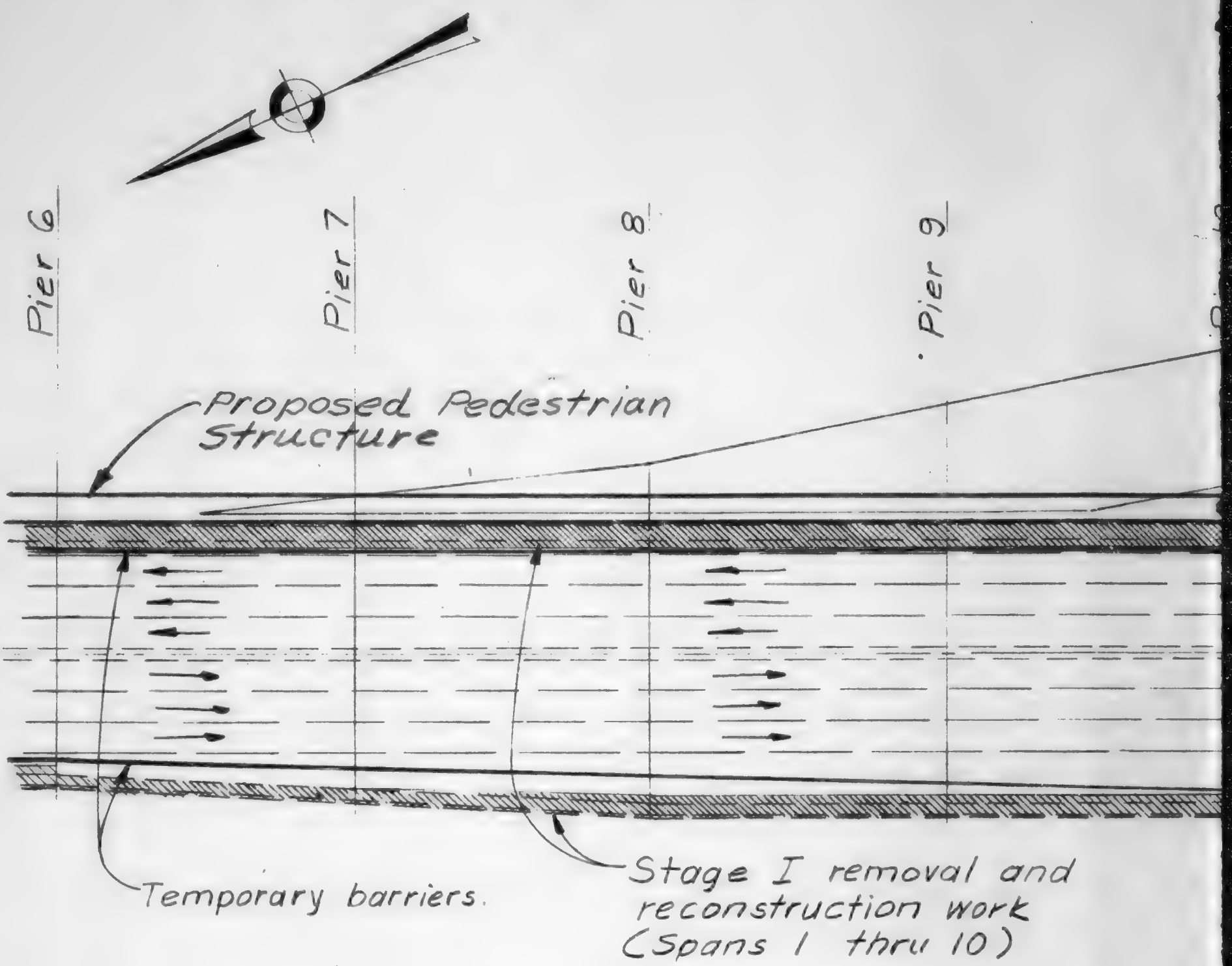
OREGON SLOUGH
PROPOSED ROADWAY — SPAN 1 TO 10
PACIFIC HIGHWAY MULTNOMAH COUNTY

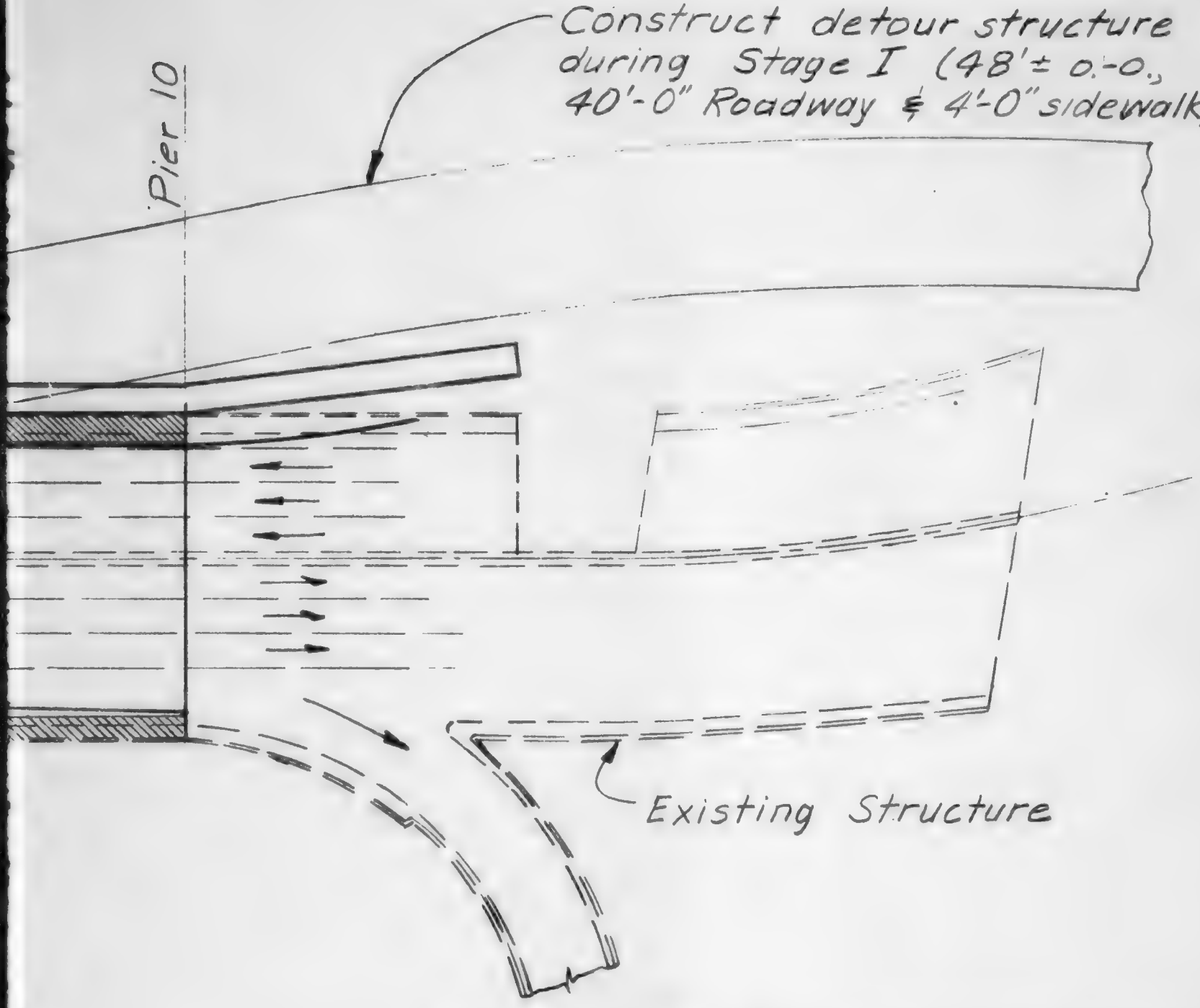
APPROVED:

BRIDGE ENGINEER

DATE 7-25-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-638

formerly Dwg. 05-3


Pier 6
Pier 7
Pier 8
Pier 9
Proposed Pedestrian Structure
Temporary barriers.
Stage I removal and reconstruction work (Spans 1 thru 10)



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

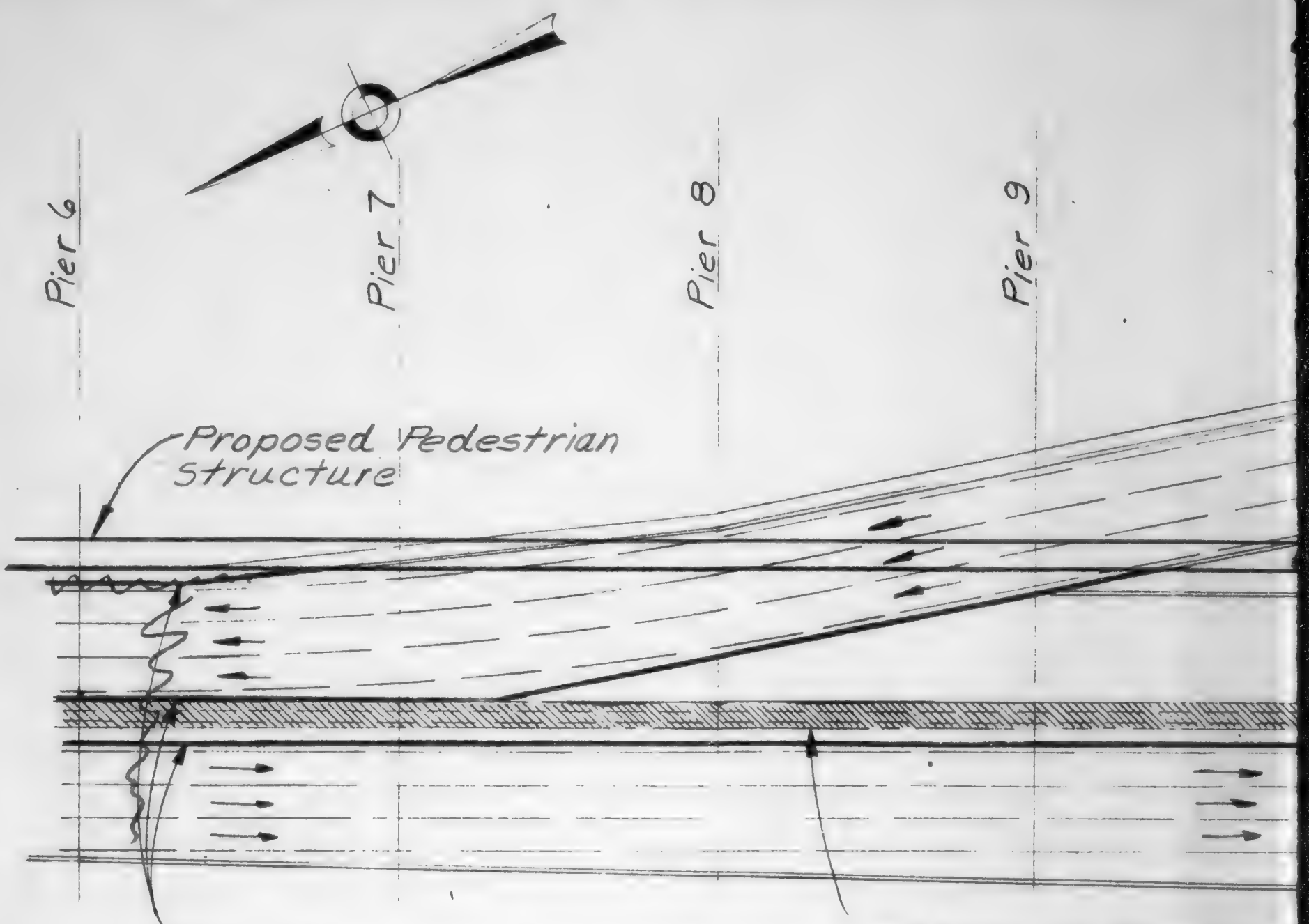
OREGON SLOUGH
STAGE I TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-639

formerly Dwg. OS-4



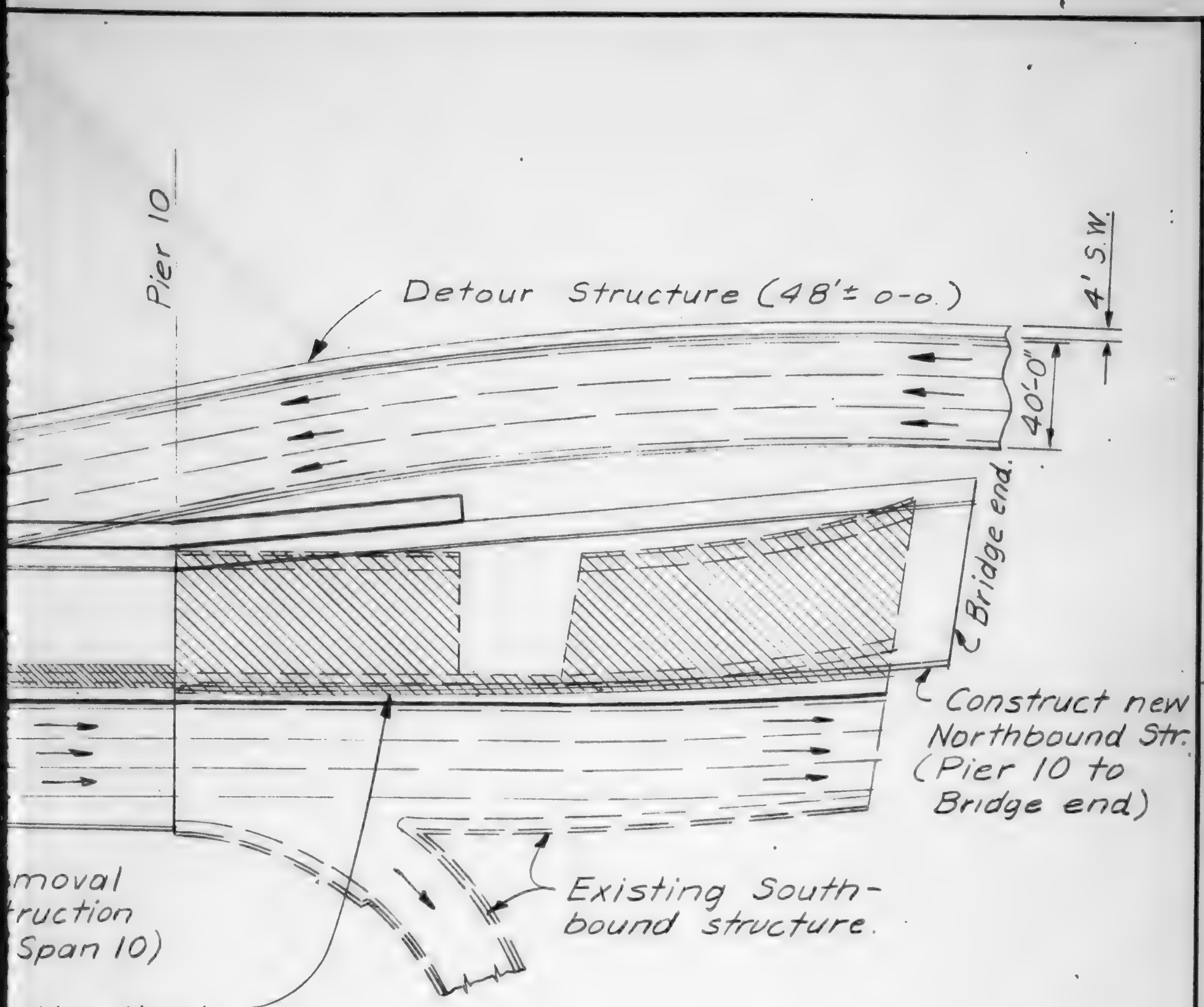
NOTE:

Grades and alignment for structure beyond Pier 10 to be determined after approval of Span 1-10 roadway sections.

Remove existing
bound structure a
of existing Southb
structure as requir

PLAN

No Scale



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
STAGE II TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

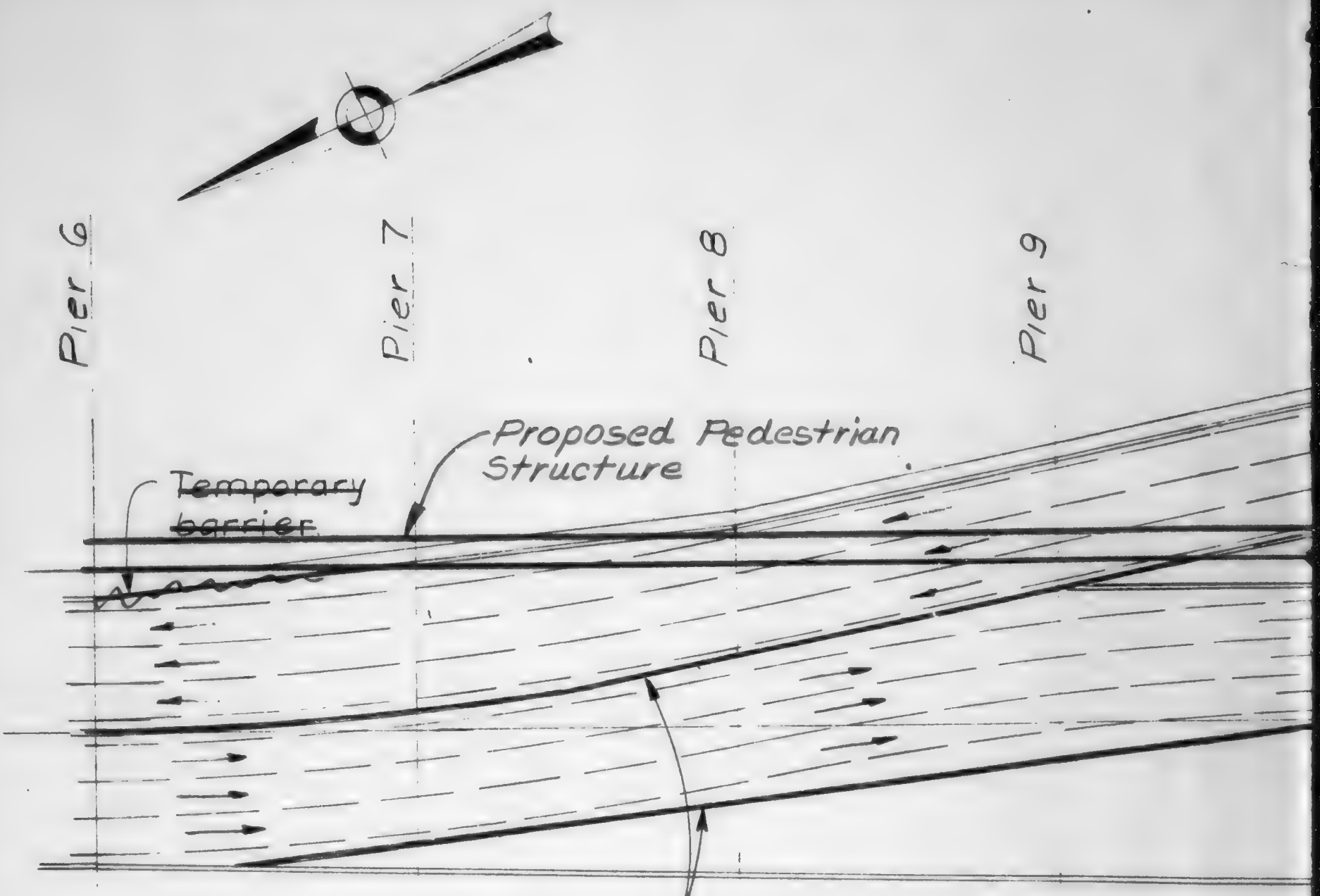
BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377 D

DESIGNED

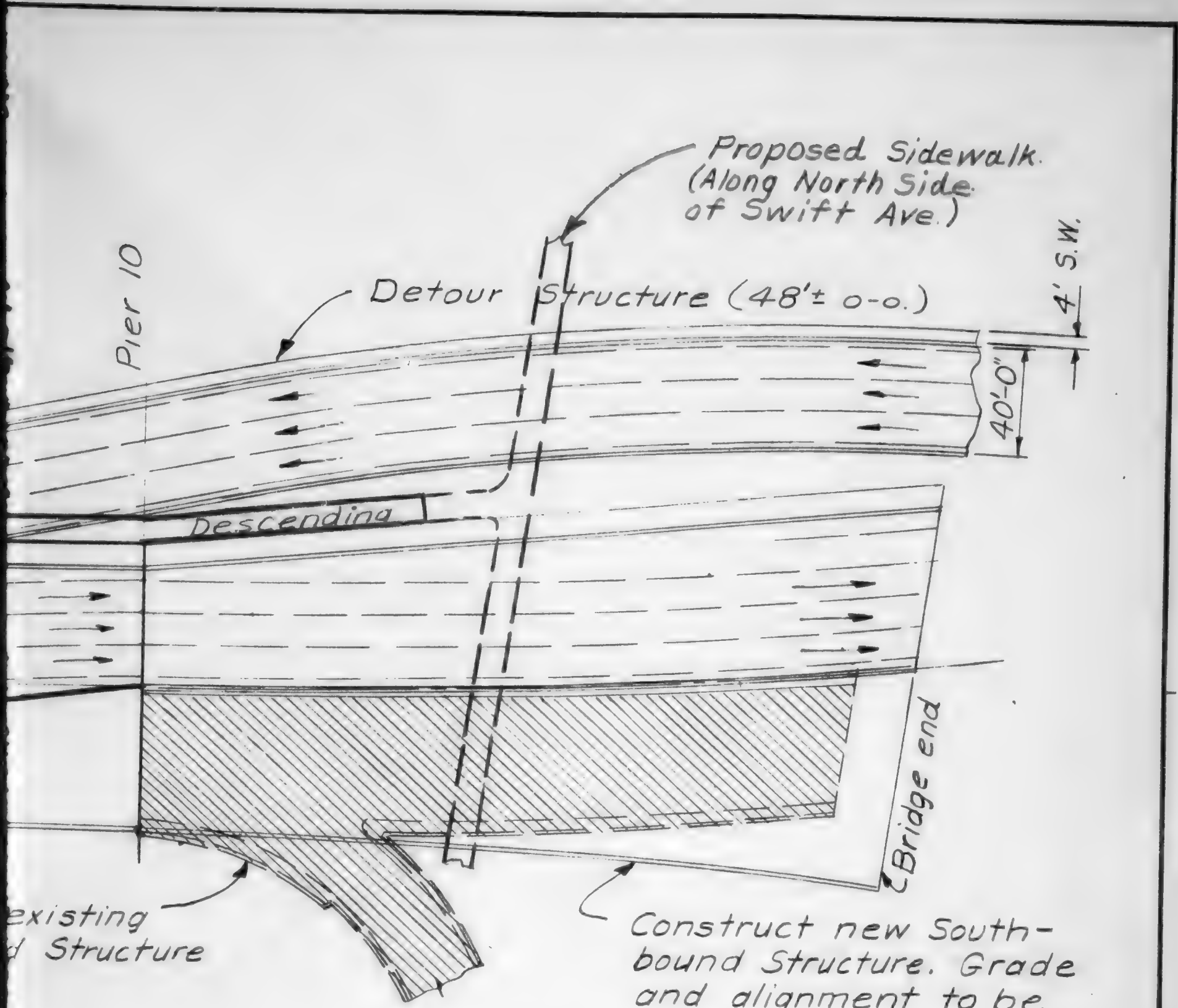
DRAWN RLM DRAWING NO. B-640

formerly Dwg. 05-5



NOTE:
After Southbound structure is completed beyond Pier 10, remove temporary barriers and install rails to allow final traffic pattern Remove detour structure.

PLAN
No Scale



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

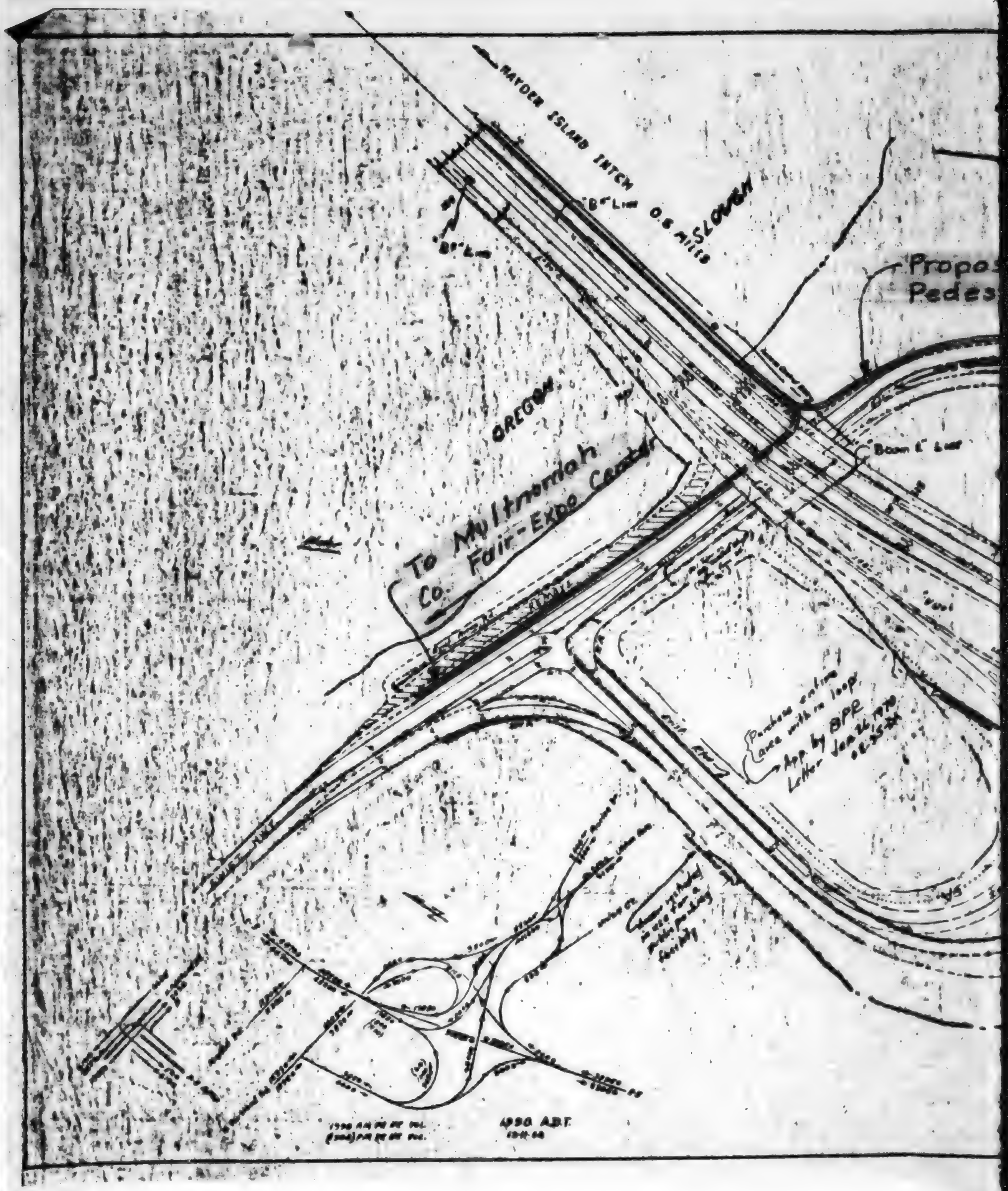
OREGON SLOUGH
STAGE III TRAFFIC – SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-641

formerly Dwg. OS-6


HAYDEN ISLAND INTCH
0.6 MILES
SLOUGH
OREGON
To Multnomah
Co. Fair-Expo Center
Propos
Pedes
Boom C Line
Pumbers cabins
area with no loop.
App. by BPR
Letter Jan 26 1970
4950 A.D.T.

INTERSTATE RT.–PACIFIC HIGHWAY SECT. PACIFIC HIGHWAY MULTNOMAH COUNTY				
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
8	OREGON			

osed routing of
estrian Path

No crossing this side

Existing Bus Stop.

Delta Park

DELTA PARK EXIT 0.5 MILES

Scale 1" = 100'

Note:
Southbound bus stops not required. As per Memorandum letter dated Jan 26, 1970

DATE	REVISION	BY

UNION AVE. - SHAFT RD INTERCHANGE			
			Engineer
Submitted			
Approved	2-20-69		
•	2/20/69		
•	2-7-69		
•	2-18-69		
•	2-19-69		

9903

FORM 81-734-3050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 24, 1975

Portland, OR 97213

FILE: case file 75-2

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Pacific East UXing-
Jantzen Beach Intchg.
I-5

TO: E. S. HUNTER
Assistant State Highway Engineer
Design

SALEM

I recommended in October 1974, consideration of eight lanes between Denver-Swift interchange and the Jantzen Beach interchange, on I-5.

Attached is an analysis of the traffic, existing and projected, which justifies and indicates the need to provide eight lanes between those interchanges.

I still believe that at such time as we provide for a reconstruction of a section, we should address the existing and projected traffic demands.

I further feel we should adopt a section which will provide for a high-occupancy vehicle lane.

As I understand, the project, which does not provide for the additional widening, has been submitted to the Federal Highway Administration for consideration. I recommend you reconsider the request, which apparently is hung up, and resubmit a request on the above basis.

2-27-75
Vented
For analysis
and comment.
ESH

ebg

cc: L. W. Rulien
J. H. Versteeg

attachment

2-27-75
Original & attachments
to Hal Versteeg.

RECEIVED
FEB 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STATE OF OREGON

INTER OFFICE MEMO

Department of Transportation

TO: R. N. Bothman
Metropolitan Engineer

DATE: February 7, 1975

File No.: Hwy 1

FROM: John Hanks
Project Analysis Supervisor

SUBJECT: I-5 Corridor Study
Going Street-Interstate Bridge Section

The subject corridor experiences periods of congestion and traffic delays during peak hour operation. The attached report and corridor strip maps (12) identify the principal locations that are causing unstable traffic flow (Level of Service "E").

Some historical factors that in part have contributed to the current peak hour operating deficiencies in the I-5 corridor are:

1. Traffic projections were based on a design year of 1975.

2. The 1975 traffic projections assumed I-205 to be completed.

3. I-205 was assumed located in the 39th Avenue Corridor, thereby providing substantial traffic relief to I-5.

The above facts are pointed out to show that the assumptions with respect to I-205 played a substantial role in determining the number of lanes required in the design of I-5 to accommodate the 1975 traffic projections. Had I-205 been constructed in the 39th Avenue Corridor, the current capacity deficiencies on I-5 should not be occurring.

JH:smh
Attachment
cc: J. H. Versteeg

RECEIVED
ROAD DESIGN SECTION

81-125-1307

OREGON DEPARTMENT OF TRANSPORTATION
Planning Section
Plan Analysis Unit

I-5 Corridor Study
Going Street - Interstate Bridge

Peak hour volumes and the locations operating at capacity (level of service "E") have been analyzed on the subject freeway section.

Basically, this corridor of Interstate 5 consists of four lanes that expand to six lanes north of Union-Swift and south of Portland Boulevard.

The peak hour volumes were initially derived from a set of five minute counts taken in March, 1974 on the ramp legs and on the freeway proper at the Columbia River Bridge and at a point just south of Ainsworth Street. These were then adjusted to correspond with November, 1974 average hourly volumes counted on permanent traffic recorders at the two forementioned freeway locations.

The study corridor was broken into segments and analyzed individually to determine levels of service using morning peak hour traffic for the southbound direction and the complementary afternoon peak hour volumes for the northbound direction.

Levels of service were calculated using either nomographs or lane distribution procedures outlined in the Highway Capacity Manual. All sections operating in level of service "E" were highlighted on a strip map illustrating the ramp configurations along the freeway corridor. As a rule of measure, the four lane freeway sections reached level of service "E" when volumes exceeded 3,300 VPH for one direction. On the six lane portion, 4,900 VPH was considered the dividing point. However, in most cases, the maximum service volume was shown to be controlled by the combination of weave area requirements and ramp terminal influences. The effects from trucks is small because the overall roadway alignment and

curvature conditions are nearly ideal.

Several locations were evaluated having level of service "E" operations and these are detailed as follows:

Southbound Direction

1. Hayden Island entrance ramp-Swift Road and Union Avenue exit ramps. The distance to the first of two successive exit ramps is 1,800 feet and 300 feet farther the Union Avenue ramp diverges. At the merge point with Hayden Island on-ramp, lane one which terminates at the Union Avenue off-ramp, will be heavily occupied with exiting vehicles. This situation aggravates entering vehicles attempting to merge with the freeway mainstream. Weave analysis computations reveal that four lanes are required to accomodate the existing weave movements in this section.
2. Eastbound Lombard Street entrance ramp-Portland Boulevard entrance ramp. In this section two through lanes are carrying 3,500 VPH. With such a demand, the travel lanes become very susceptible to speed reductions accompanied with frequent stoppages due to entering and exiting vehicles. The auxiliary lane provided between the eastbound Lombard Street on-ramp and Portland Boulevard off-ramp can adequately handle the weave manuevers but the controlling heavy "through traffic flow" is sensitive enough to label the operating conditions unstable.

Northbound Direction

1. Portland Boulevard exit ramp through Lombard Street exit ramps. At the divergence to Portland Boulevard, a lane drop forces 3,350 VPH into two freeway lanes. This volume marks the dividing point between level of service "D" and level of service "E". Considering this volume in a two-lane section that must accomodate

one low volume entrance ramp and two successive exit ramps within 3,000 feet, level of service "E" could prevail under momentary traffic fluctuations.

2. Denver Avenue entrance ramp-Union Avenue and Swift Road exit ramp. During the afternoon peak hour, 680 VPH enter from Denver Avenue on a 600 foot long auxiliary lane. These vehicles must compete for position to join the freeway mainstream with exiting vehicles to the Union Avenue and Swift Road off-ramp. The usual design distance required for tapered acceleration lanes is 900 to 1,000 feet. Although weave analysis shows this section operating in level of service "D", it is judged that the substandard auxiliary lane length could in itself cause level of service "E" operations to exist. It becomes especially vulnerable to breakdown when capacity conditions are reached downstream at the Union Avenue-Swift Road entrance ramp.

3. Union Avenue and Swift Road entrance ramp-Hayden Island exit ramp. In all probability, this section experiences the highest frequency of stoppages in the subject Interstate corridor. During breakdown periods, problems are likely to begin when the 600 VPH from Swift Road try to merge into the added freeway lane with the 1,000 VPH on Union Avenue. This must be accomplished in a 500 foot distance before reaching the approach to the Oregon Slough Bridge. At that point, there is width to accomodate exactly three travel lanes, with one to two feet of lateral clearance just prior to a horizontal curve. It is evident that most of the weave occurs once the vehicles enter the freeway proper under reduced speeds. This unfavorable condition is compounded by

faster moving vehicles intending to exit at the Hayden Island off-ramp that must blend into the congested right lane. A weave analysis confirms that four lanes are required to accomodate the weave movements. Once the jamming condition begins, the freeway operation deteriorates rapidly upstream.

In summary, this corridor of Interstate 5 should be a six lane facility throughout plus two auxiliary lanes. One in the northbound direction between the Union Avenue-Swift Road entrance ramp and the Hayden Island exit ramp. Another for the southbound direction between the Hayden Island entrance ramp and the Union Avenue and Swift Road exit ramps. Also, increased capacity should result by combining the two exit ramps servicing Union Avenue and Swift Road into one off-ramp.

It should be stated again that average peak hour volumes were used for level of service computations instead of the peak weekday (usually Friday) volumes. Northbound afternoon peak traffic would be increased by 200 to 300 VPH more than shown on the study strip map.

Robert Jurica
2/5/75

Salem, Oregon

November 13, 1974

Walt Hart
Bridge Engineer

E. S. Hunter
Assistant State Highway Engineer

Oregon Slough Bridge
Interstate 5

I am returning your sketches of the proposed pedestrian-bicycle structure paralleling the Oregon Slough crossing of Interstate 5.

In view of the proposed housing development for Tomahawk Island, it is appropriate that we provide a pedestrian-bicycle crossing of Oregon Slough and the necessary pathways to connect with the PI and Delta Park.

Please develop your structure crossing in conjunction with the overall pathway design which, by a copy of this letter, I am requesting the Location Engineer to develop as soon as possible.

ESH:js
Attachment

cc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
R. N. Bothman
E. L. Hardt

9903

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 29, 1974

Portland, OR 97213

FILE: 626-1923-100

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Jantzen Beach Interchange
Pacific East Undercrossing
I-5

TO: E. S. HUNTER
Asst. State Highway Engineer
Design

NOTED
E. S. HUNTER

SALEM

Metro has been assigned the preliminary design for the subject project. This project is on the preliminary six year plan scheduled for the fiscal year 1976.

I recommend that further consideration be given to the present direction to provide a six lane section across the Oregon Slough Bridge on the subject project.

This recommendation is based on the existing daily traffic snarl on I-5 which is not generated by the Interstate Bridge, but the Oregon Slough Bridge. We do now have six lanes on the Oregon Slough Bridge as well as six lanes across the Interstate Bridge.

North of this project we have a six lane section of Interstate across the Interstate Bridge, and an on and off-ramp to Jantzen Beach (Hayden and Tomahawk Islands), for a total northbound capacity of eight lanes. Southbound from this section we have a four lane section on I-5, a four lane section on Union, and a two lane section on Marine Drive for a total capacity southbound of ten lanes. Obviously these lanes are not all equatable due to the different classes of highways, but indicate that unless additional lanes above the existing six are provided above the Oregon Slough, that will continue to be the bottleneck.

This problem is further delineated by the on and off-ramps which occur in the section currently under design which reduced the capacity through the Marine Drive, Union Avenue, and Jantzen Beach ramps, due to weaving of vehicles both entering and leaving the freeway.

My concern is further amplified by the I-5 corridor study presently underway, which has as a prime objective the establishment of a high occupancy (bus?) lane, the CRAG supplemental Unified Work Program which calls for a similar addressing to a high occupancy lane on the I-5 corridor, and the Suburban Transit Study which includes a park and ride station in Vancouver, with an "express route" from Vancouver to the central business district. Considering these three studies, it would seem appropriate that we should plan for a minimum of eight lanes to provide us the leeway to designate an exclusive lane through this section.

RECEIVED
OCT 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The I-5 corridor study will initiate shortly a survey to determine if there is a possibility of developing a six lane section from the existing four lane section south of this project by narrowing lanes and utilizing existing shoulders. Again, at this point, there is a strong possibility we will have a six lane section to address the high occupancy lane through this project, and should provide for that in the project.

The development of Tomahawk and Hayden Islands indicates a heavy growth in the Jantzen Beach area. As an example, the Tomahawk development plans presently before the County Planning Commission call for approximately six-hundred housing units on Tomahawk Island, which would create a considerable additional traffic load, either by high occupancy vehicles of others, between Jantzen Beach interchange and Portland. This would substantiate the requirement of an additional lane, that being eight lanes, both for the weaving movements to gain access to and from Jantzen Beach, as well as the need for actual capacity to carry the vehicles.

The Metro Design Section has developed a proposed plan to provide for the additional width across Oregon Slough Bridge and through the subject section. However, this has met a blank wall in the Design and Bridge Sections due to a previous decision to apparently hold to a safety project with six lanes which would not require any widening to the existing sub-structure of the Oregon Slough Bridge. It is my opinion that we will run into serious problems before this project is advanced if we do not, at this point, reconsider our objective of the project, including meeting the capacity requirements which can be anticipated at this time.

ebg

cc: J. H. Versteeg
W. J. Hart

October 25, 1974

Mr. Carl O. Fisher, Vice Chairman
Oregon Transportation Commission
218 Mohawk Building
Portland, Oregon 97204

Dear Mr. Fisher:

In my letter to you regarding the Oregon Slough Bridge widening project, there is buried in the body of the letter a statement that, provided funds are available, the project can be ready for contracting in the Fall of 1975. The project will take two construction seasons to complete.

The availability of funds depends upon the obligation authority which we receive for Fiscal Year 1976 and the rate at which the several segments can be contracted on the portion of Interstate 205 yet to be completed.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js

bc: F. B. Klaboe
A. E. Johnson

OREGON TRANSPORTATION COMMISSION

OFFICE OF CARL O. FISHER • 218 Mohawk Building Portland, Oregon 97204 • ~~Post Office Box 0000~~ • ~~Eugene, Oregon~~ • ~~97000~~

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
CARL O. FISHER, Vice Chairman
Eugene
ROBERT L. MITCHELL, Secretary
Portland
ROBERT E. VEATCH, Member
Klamath Falls
ANTHONY YTURRI, Member
Ontario

October 23, 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Thank you for your letter of October 17, 1974 which outlines the design details of the Oregon Slough Bridge Widening Project.

First, let me hasten to advise you that I am not associated with the Hayden Island Development Company as your letter indicated, but rather I made the inquiry as a member of the Oregon Transportation Commission through Mr. Klaboe.

Actually, I am less interested in the design details of the project than I am in knowing when it will go to bid. If you would give me an approximate date, I would be most appreciative.

Very truly yours,

Carl O. Fisher
Vice Chairman

COF:ln

cc: F. B. Klaboe

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9903

October 17, 1974

Mr. Carl Fisher
Hayden Island Development Company (do not use)
218 Mohawk Building
Portland, Oregon 97204

Dear Mr. Fisher:

Jantzen Beach Interchange
North Columbia Boulevard Section
Pacific Highway, I-5

Mr. Klaboe requested that, in his absence this week, I send you a resume of what is planned for revision of Interstate 5 in the vicinity of the Oregon Slough Bridge. Plans are in the initial stages of development for improvement for both the south approaches to the structure and the bridge itself.

Basically what is proposed is an improvement of both the horizontal and vertical alignment of the south approach to the bridge, plus a revised connection for southbound I-5 traffic to Swift Boulevard. The approach curve will be flattened and grades revised to eliminate the hazardous hump in the existing alignment. The existing Swift Boulevard bridge ramp will be removed and relocated to the south, with connection to Swift Boulevard via an at-grade channelized connection. A plan indicating this work is enclosed.

The Slough Bridge will be revised by rebuilding the south end concrete spans, removal of the existing Swift Boulevard ramp and widening of the main structure 3 to 4 feet on both sides to provide minimum shoulder clearance. The upstream sidewalk will be reconstructed and separated from the traffic lanes with a barrier rail. A median barrier between opposing lanes of traffic will also be installed. Protective work to correct scour around the footings of the existing piers will be included in the project. Typical cross sections indicating the planned widening of the structure are enclosed.

In order to handle traffic during construction, a 3-lane detour structure will be required on the east side of the existing structure. During the peak traffic hours the contractor will be required to maintain the existing lane capacity.

Design approval was received for previous plans and a new approval or public hearing is not believed necessary for this plan. A negative declaration type environmental impact statement is being prepared and will be completed soon. We estimate that the preliminary engineering and design could be completed by the Fall of 1975 and the project contracted immediately thereafter provided there are funds available at that time.

I should point out that the traffic problem in the Hayden Island area is controlled by the lane capacity of the twin Columbia River Bridges over the main channel. A solution to that problem is obviously very expensive and it cannot be financed in the foreseeable future.

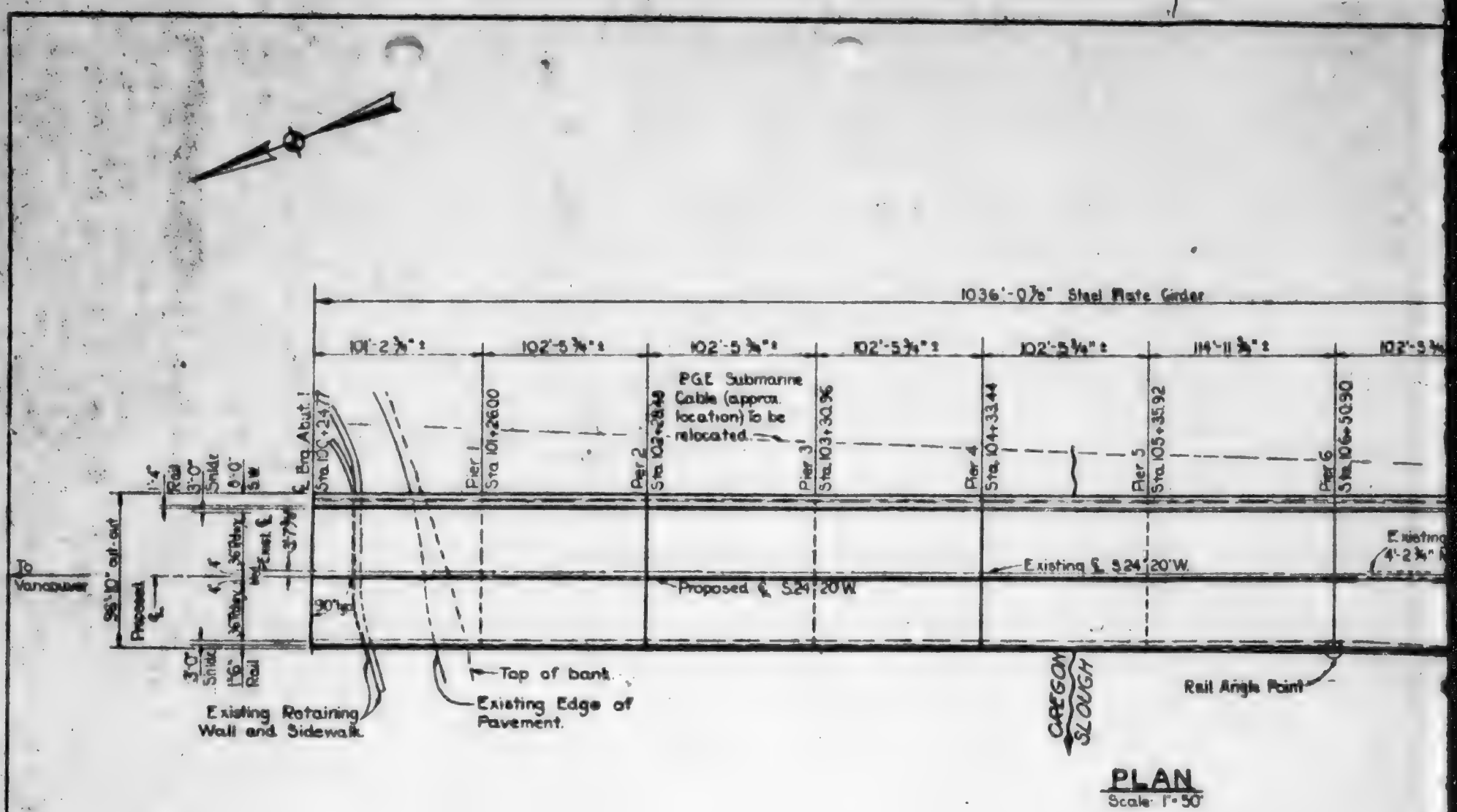
The project outlined above for the Oregon Slough Bridge will not solve that problem but will improve the safety and traffic handling capacity of the bridge itself and for the interchange immediately southerly. The project is estimated to cost $7 million and is eligible for Federal Aid Interstate funding.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

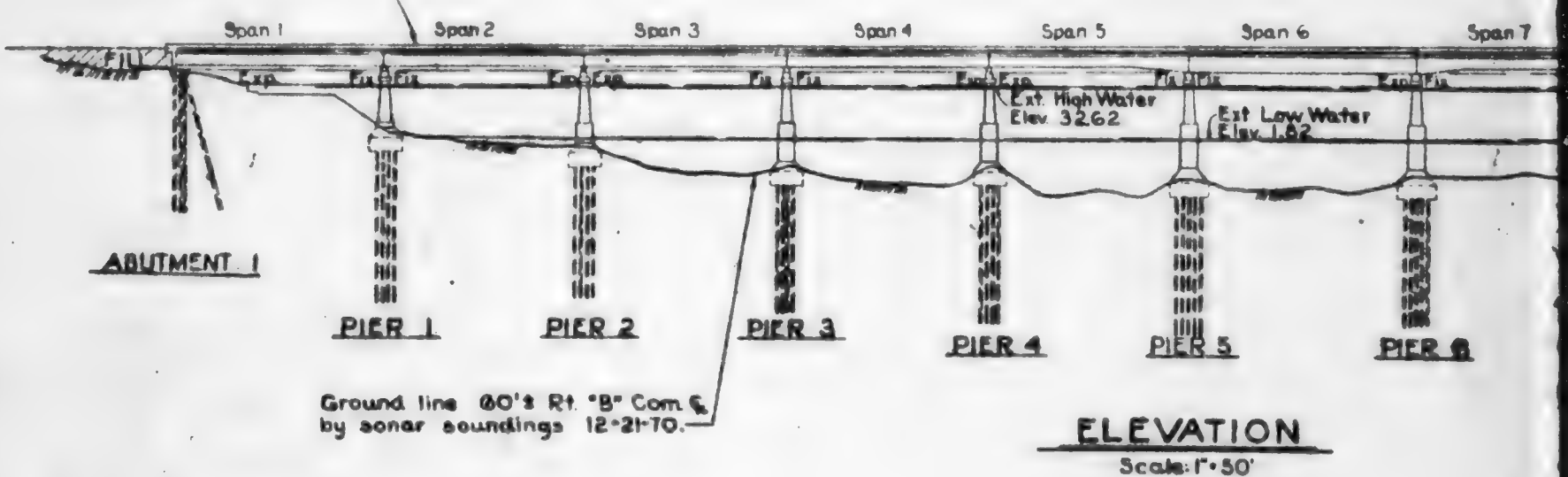
ESH:js
Enclosures

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart

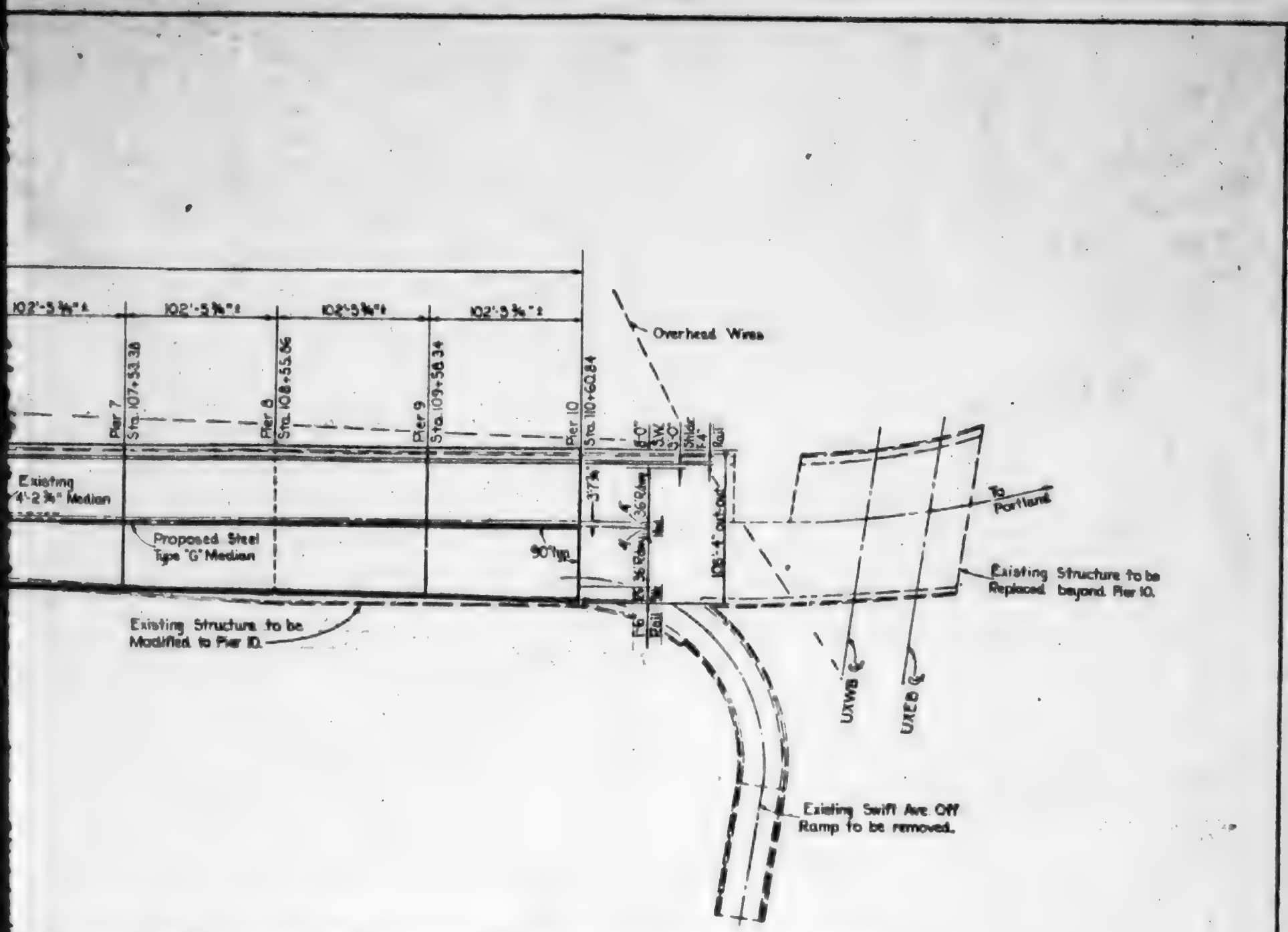


PLAN
Scale: 1" = 50'

Std. Steel Type "G" Traffic Rail both sides of Structure, with 3'-6" Chain Link Fence on top of Traffic Rail (East Side Only).
Std. Pedestrian Handrail, Drawing # 2721A on East Side of Structure.



ELEVATION
Scale: 1" = 50'



APPROVED:

BRIDGE ENGINEER

DESIGNED

DRAWN T.H.

CHECKED

REVIEWED

REVIEWED

CALC. BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH BRIDGE WIDENING

INTERSTATE BRIDGE – PACIFIC EAST UXING
PACIFIC HIGHWAY I-5
MULTNOMAH COUNTY

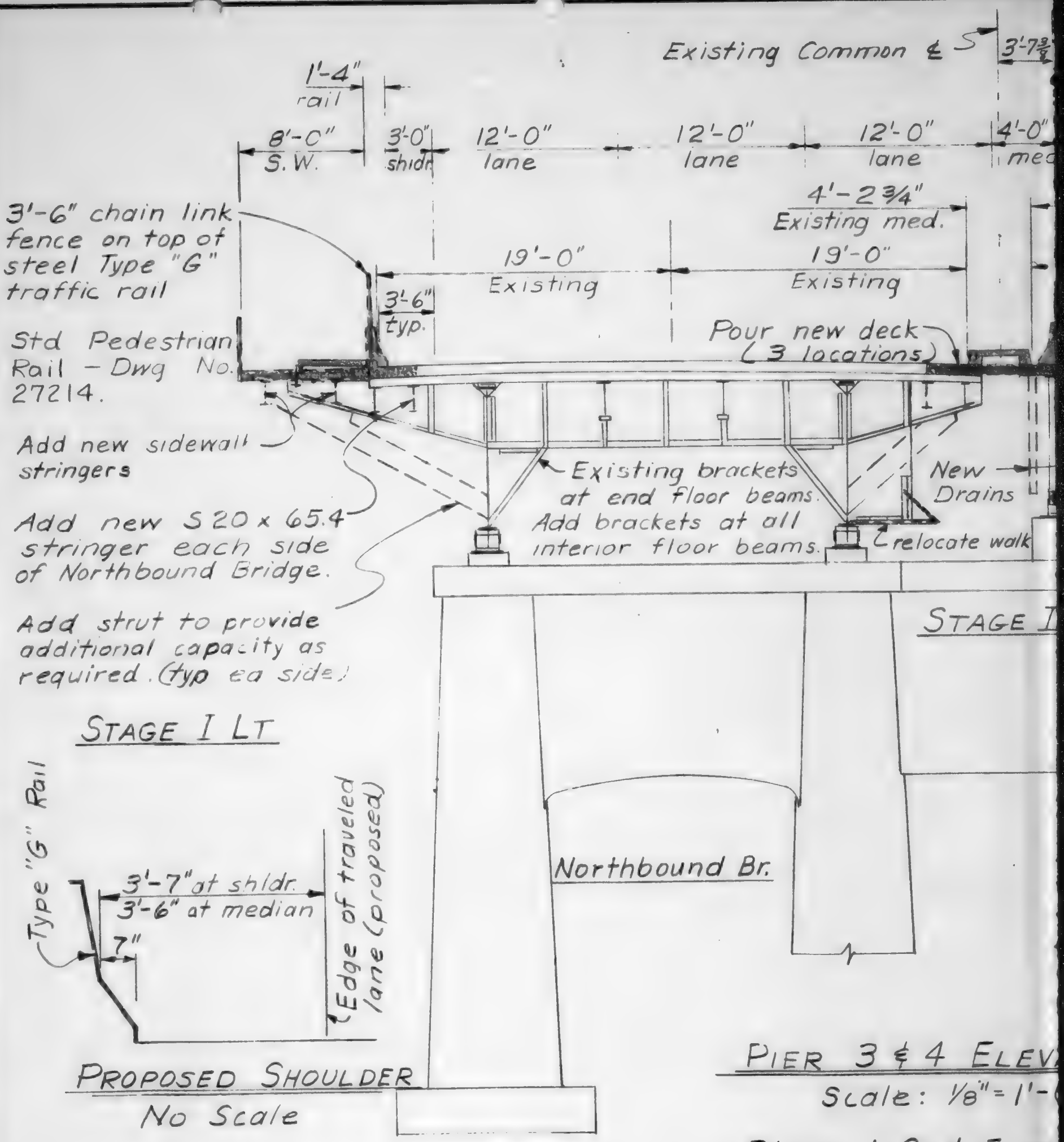
PRELIMINARY PLAN & ELEVATION

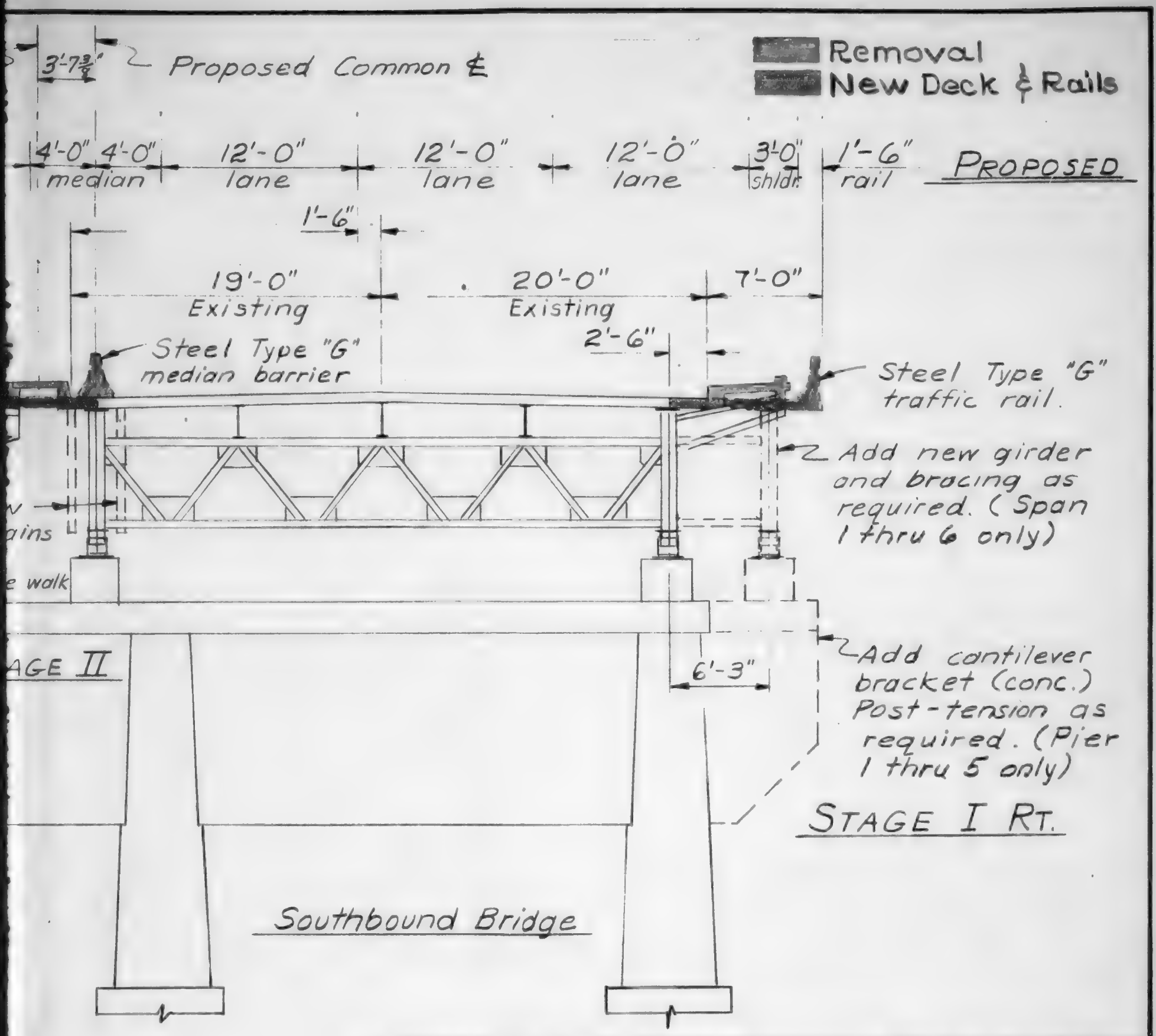
DATE

BRIDGE NO.

SHEET ___ OF ___

DRAWING NO. 29960


Existing Common ℄
3'-7 3/8"
1'-4" rail
8'-0" S.W.
3'-0" shldr
12'-0" lane
12'-0" lane
12'-0" lane
4'-0" med
4'-2 3/4" Existing med.
3'-6" chain link fence on top of steel Type "G" traffic rail
19'-0" Existing
19'-0" Existing
3'-6" typ.
Pour new deck (3 locations)
Std Pedestrian Rail - Dwg No. 27214.
Add new sidewall stringers
Add new S 20 x 65.4 stringer each side of Northbound Bridge.
Add strut to provide additional capacity as required. (typ ea side)
Existing brackets at end floor beams. Add brackets at all interior floor beams.
New Drains
relocate walk
STAGE I
Northbound Br.
STAGE I LT
Type "G" Rail
3'-7" at shldr.
3'-6" at median
7"
Edge of traveled lane (proposed)
PROPOSED SHOULDER
No Scale
PIER 3 & 4 ELEV
Scale: 1/8" = 1'-
Piers 1, 2, & 5 ar
for Southbound Bri
Piers similar for N



ELEVATION
"=1'-0"

5 are similar
Bridge. All
or N.B. Bridge.

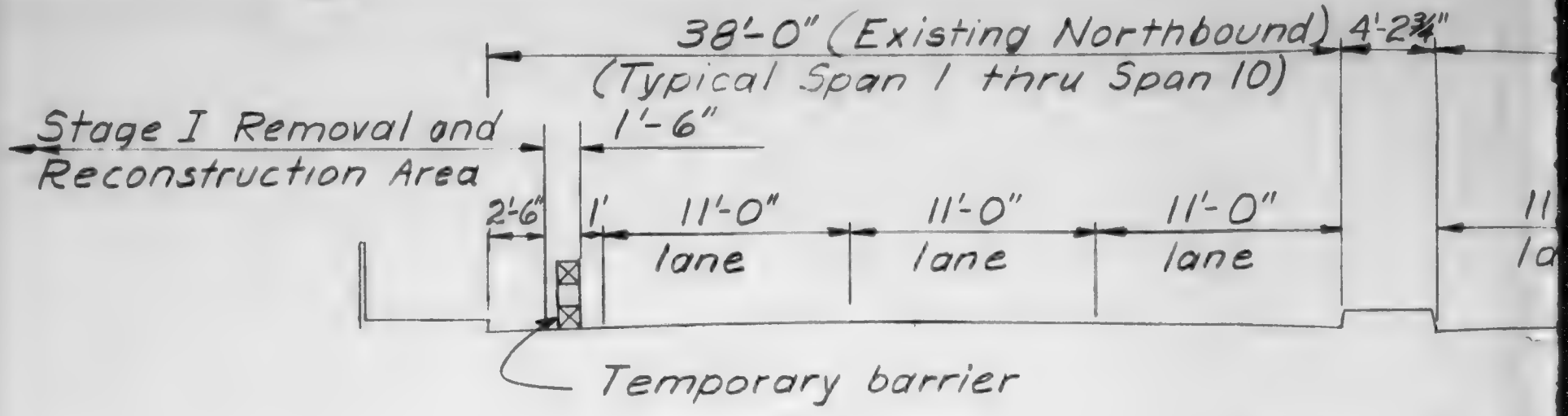
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
PROPOSED WIDENING AT PIER 3 & 4
PACIFIC HIGHWAY MULTNOMAH CO.

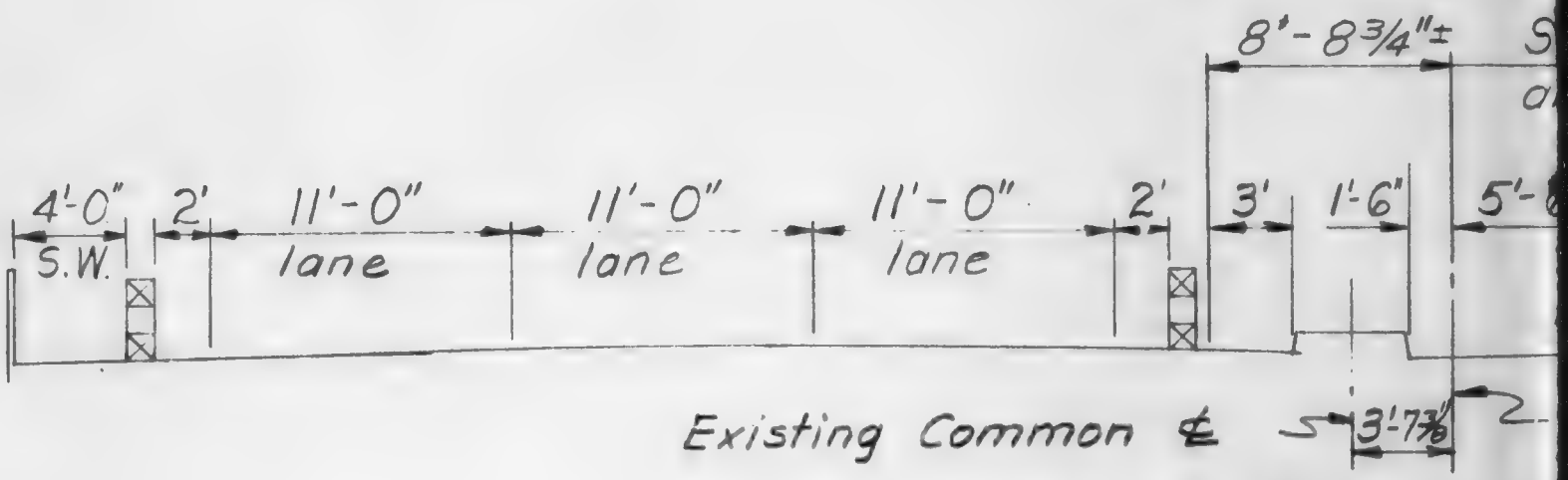
APPROVED:
BRIDGE ENGINEER

DATE 7-18-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-636

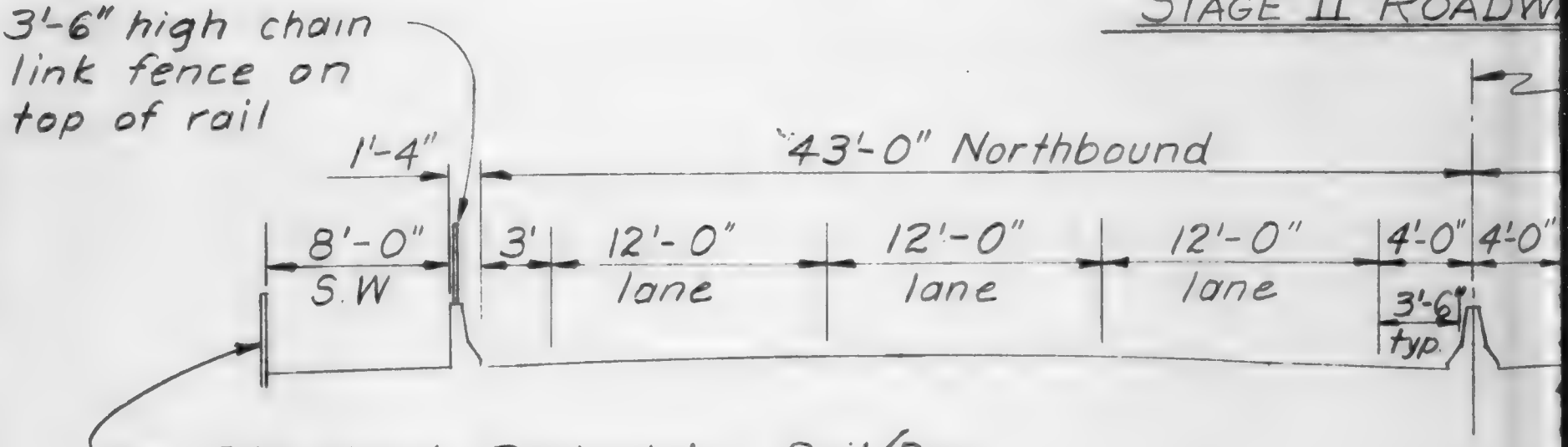
formerly Dwg. OS-1



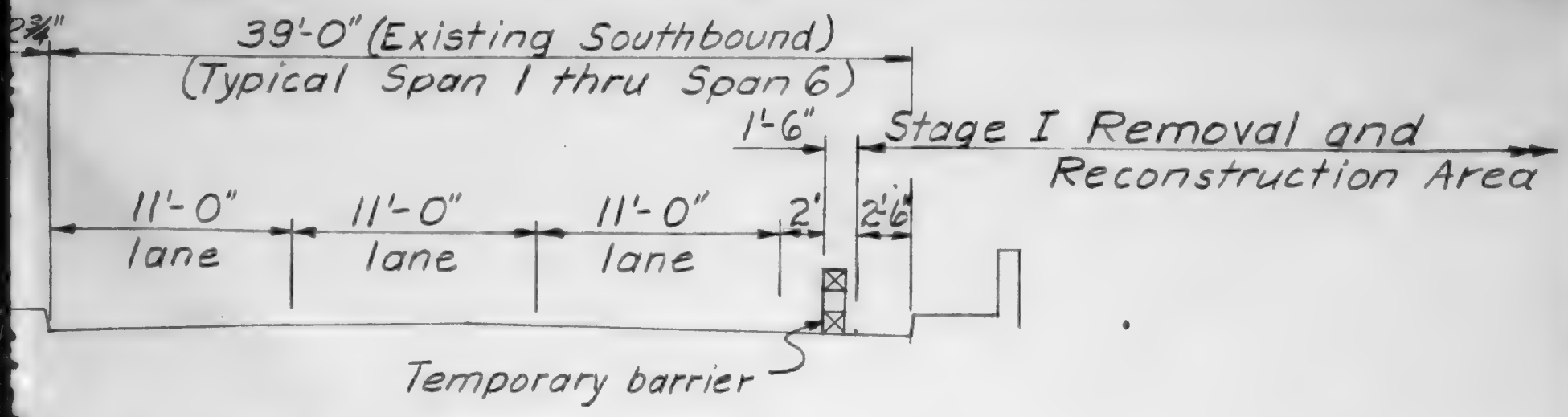
STAGE I RO



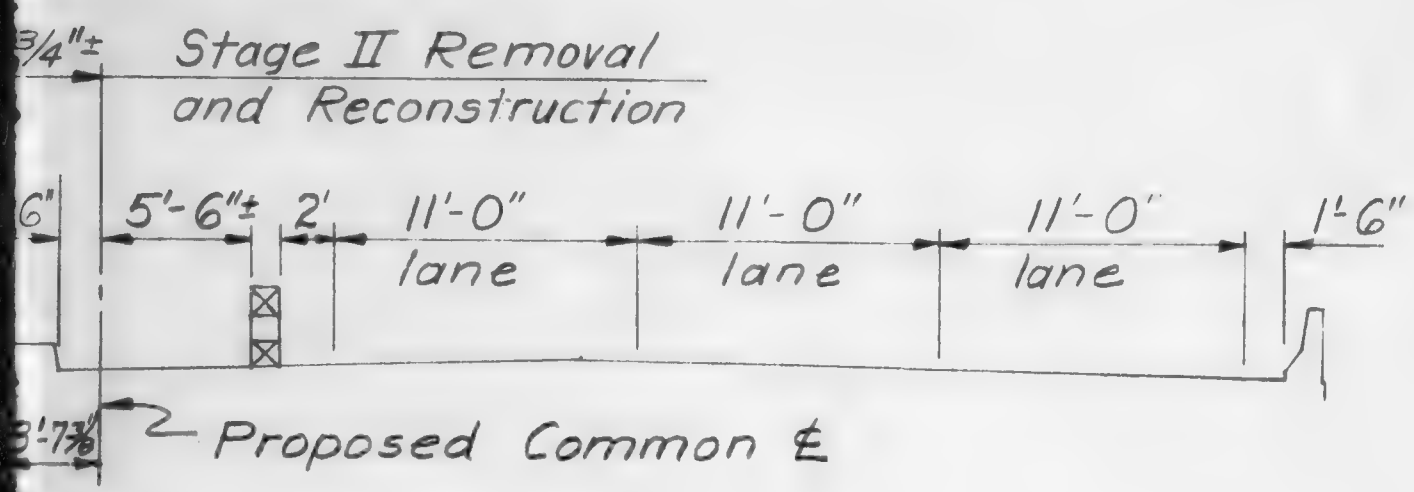
STAGE II ROADW



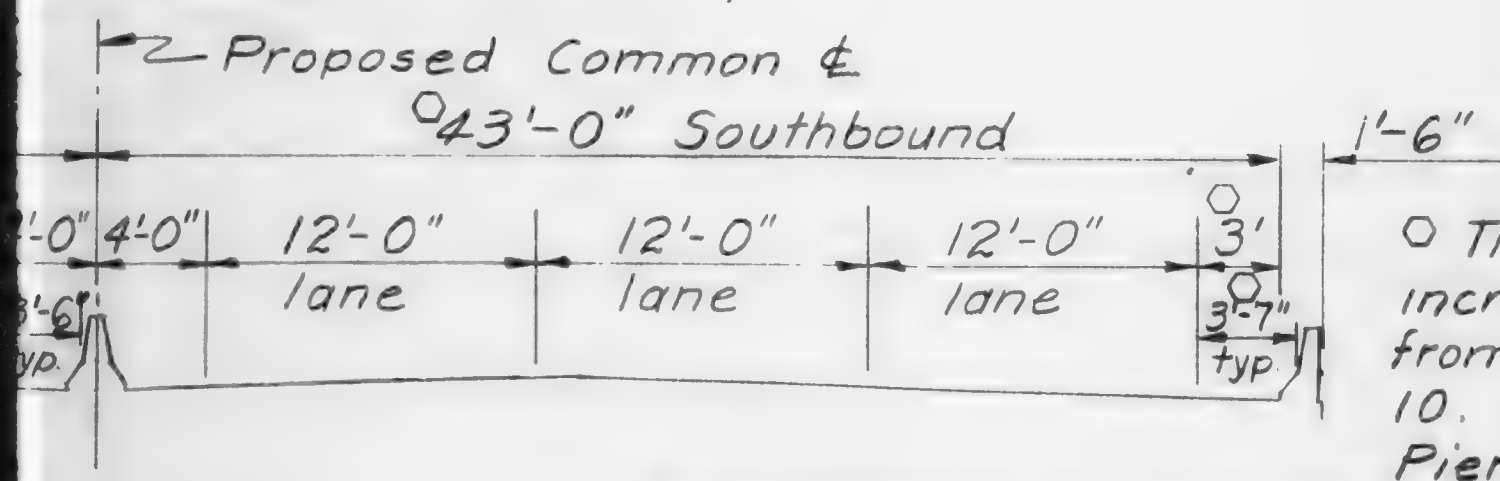
FINAL ROADW



I ROADWAY



ROADWAY



ROADWAY

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

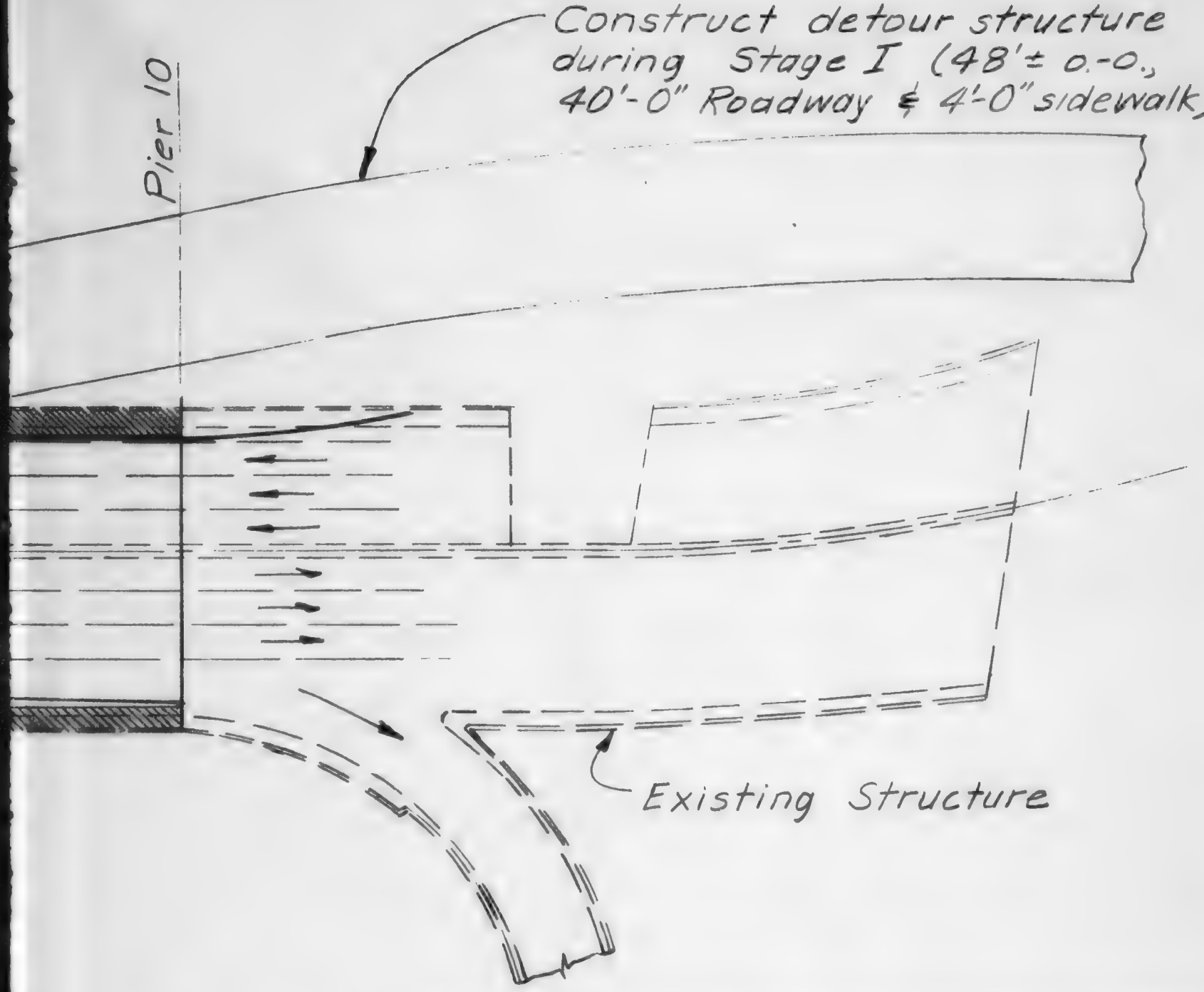
OREGON SLOUGH
PROPOSED ROADWAY — SPAN 1 TO 10
PACIFIC HIGHWAY MULTNOMAH COUNTY

APPROVED:
BRIDGE ENGINEER

DATE 7-25-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-638

formerly Dwg. OS-3

Pier 6
Pier 7
Pier 8
Pier 9
Temporary barriers.
Stage I removal and reconstruction work (Spans 1 thru 10)



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

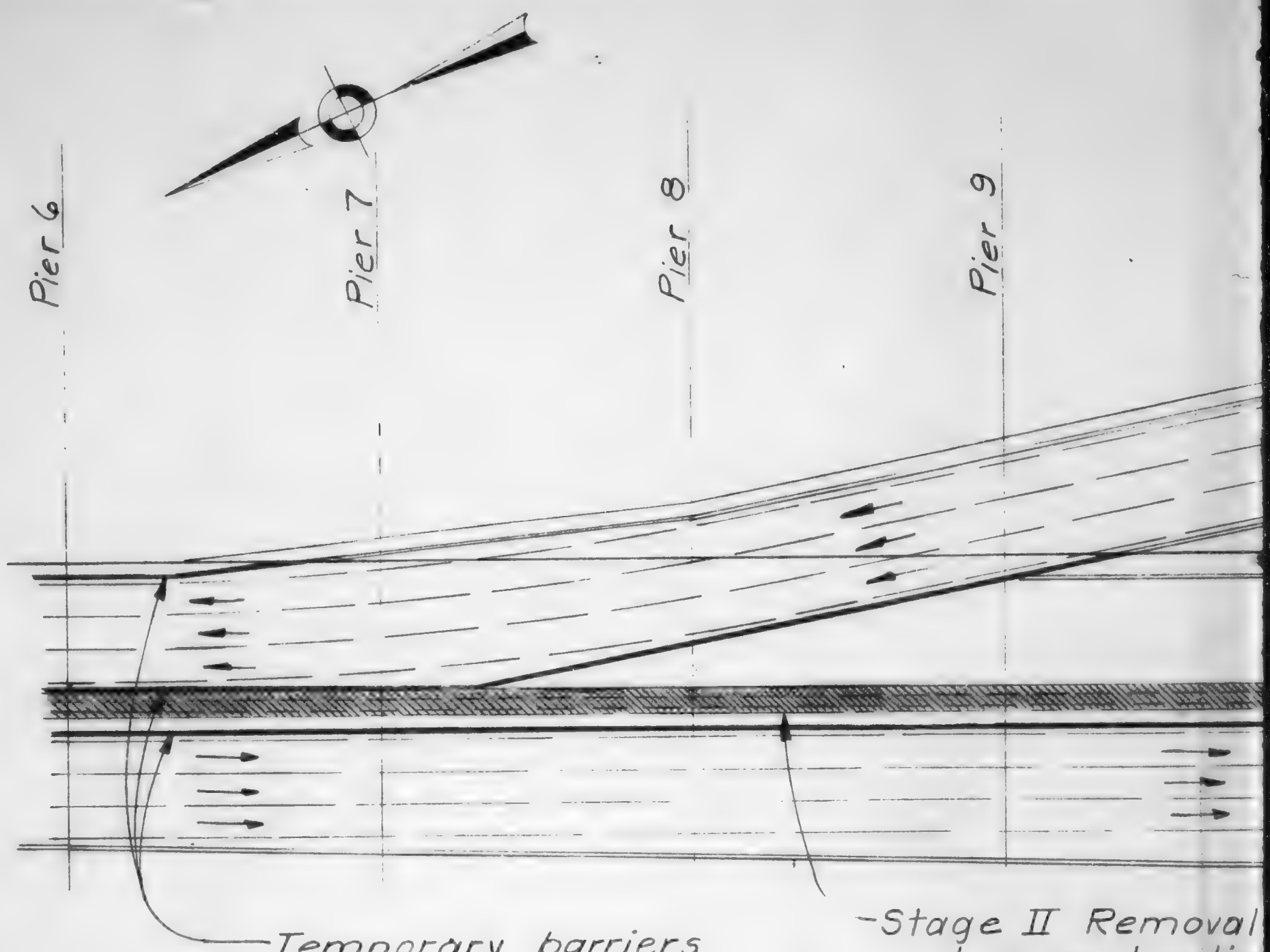
OREGON SLOUGH
STAGE I TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-639

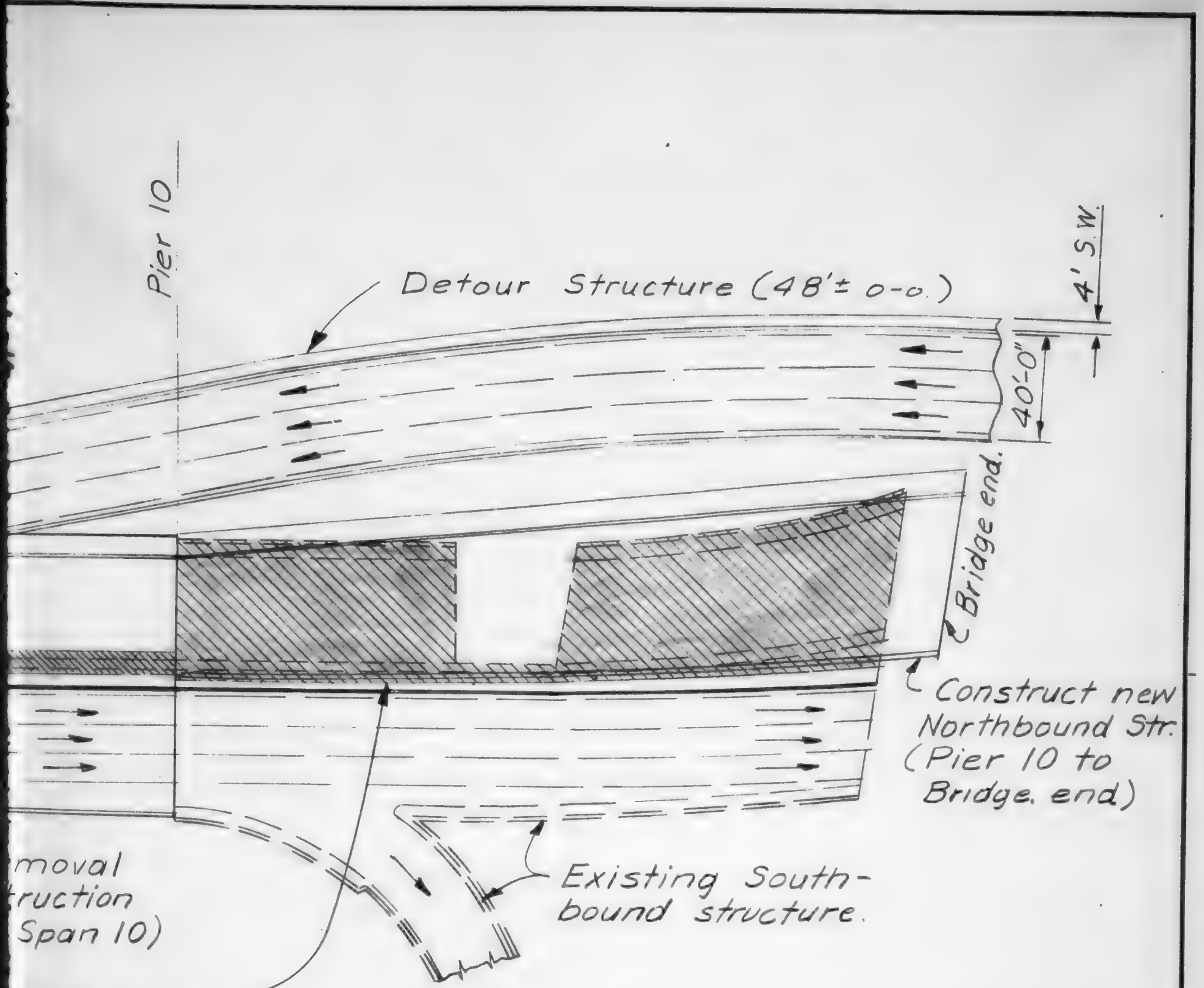
formerly Dwg. OS-4



NOTE:
Grades and alignment for structure beyond Pier 10 to be determined after approval of Span 1-10 roadway sections.

Remove existing
bound structure a
of existing Southb
structure as requir

PLAN
No Scale



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

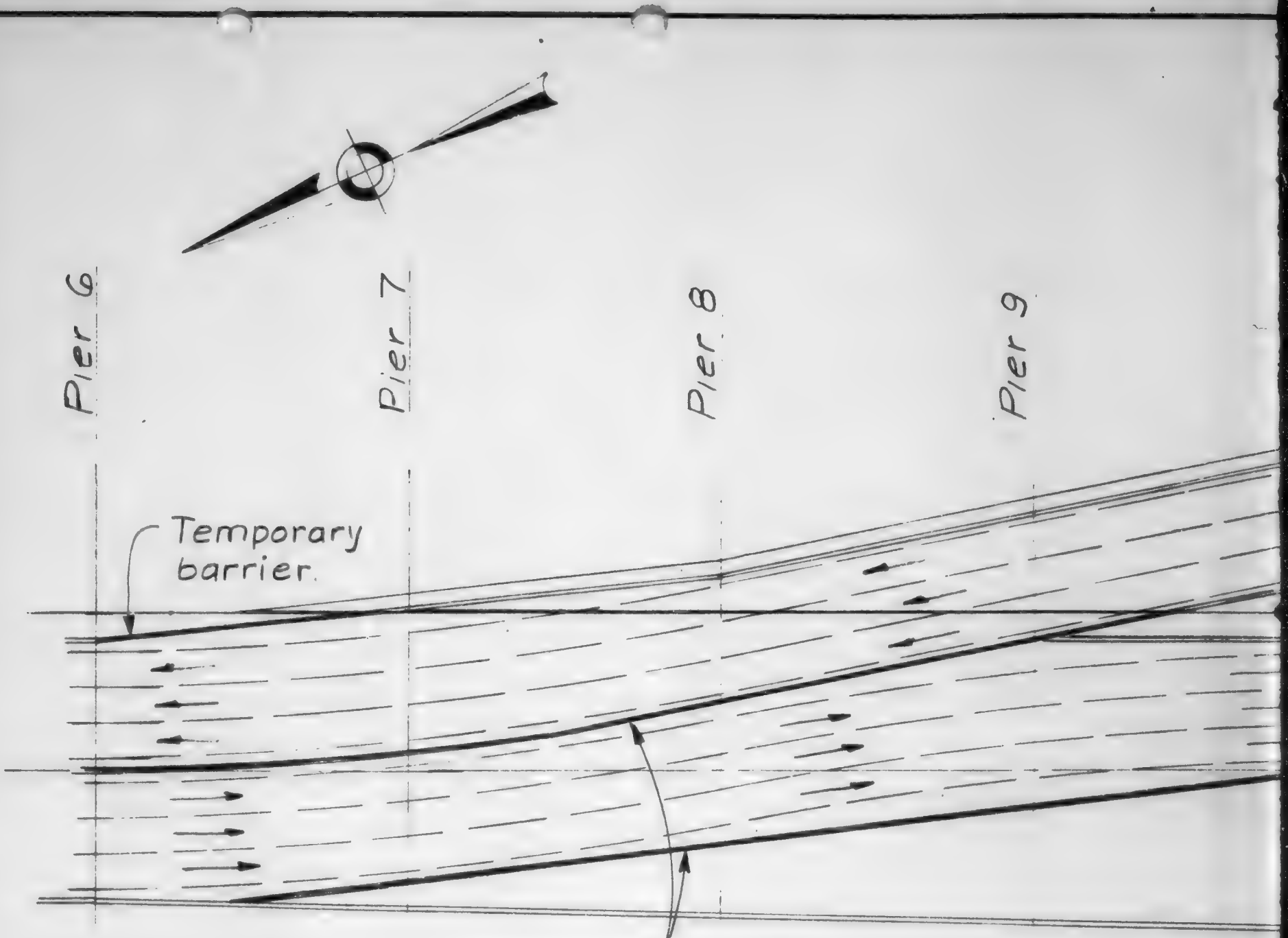
OREGON SLOUGH
STAGE II TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-640

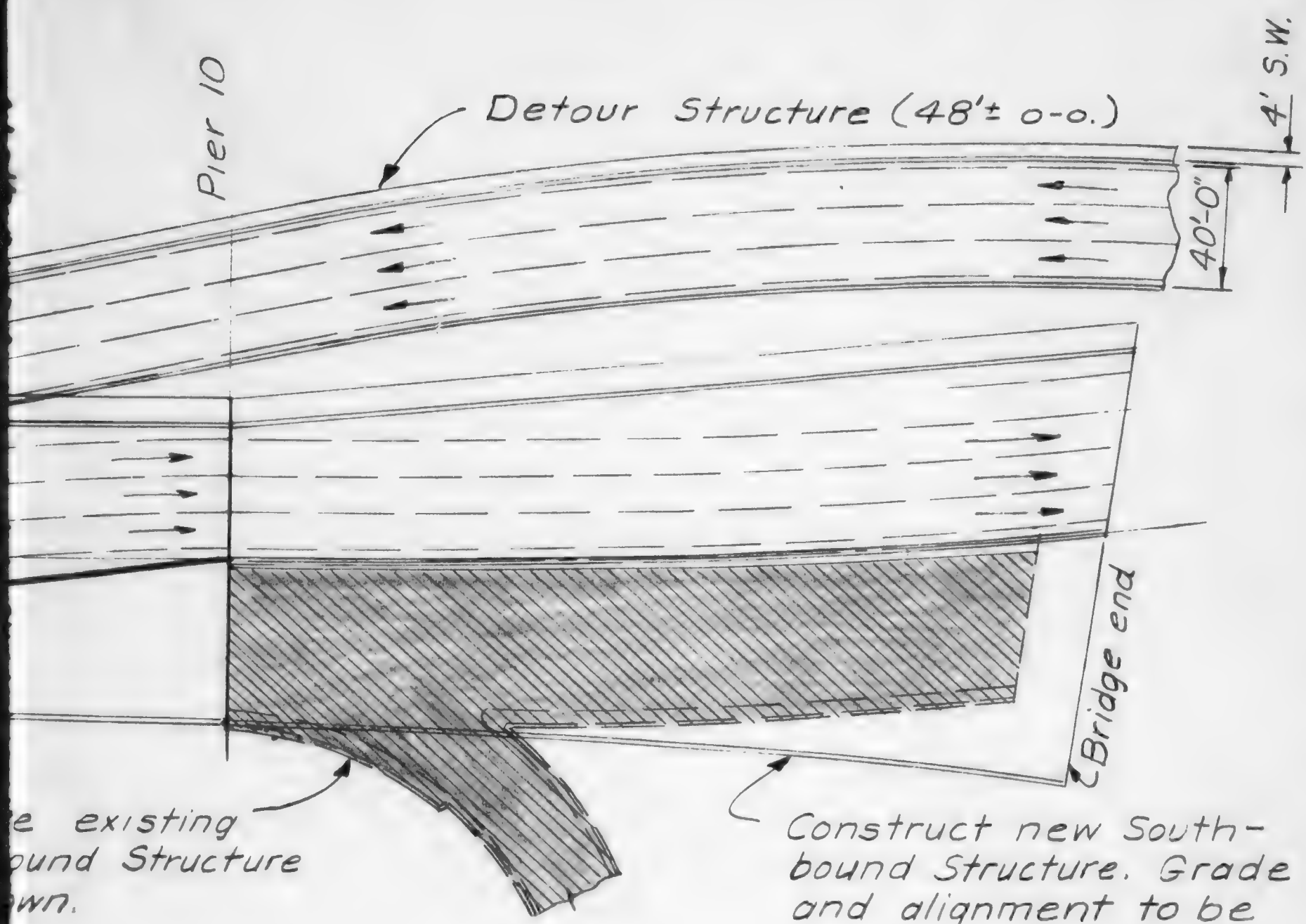
formerly Dwg. OS-5



Remove exis
Southbound St
as shown.

NOTE:
After Southbound structure is completed beyond Pier 10, remove temporary barriers and install rails to allow final traffic pattern Remove detour structure.

PLAN
No Scale



e existing
ound Structure
wn.

Construct new South-bound Structure. Grade and alignment to be determined later. (Pier 10 to Bridge end)

e
/s
ove

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

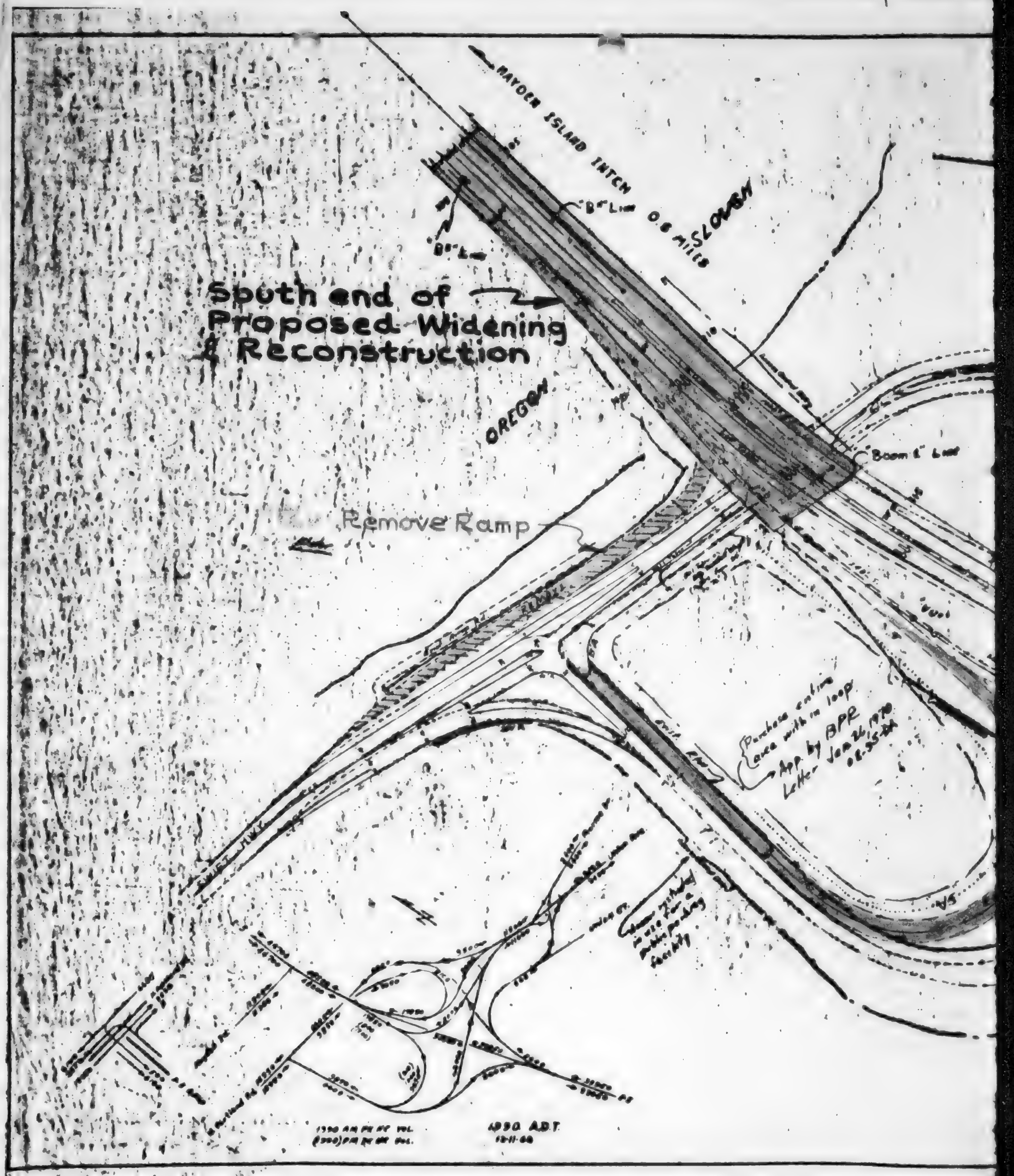
OREGON SLOUGH
STAGE III TRAFFIC – SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-641

formerly Dwg. OS-6


MAYOCH ISLAND INTCH
0.6 MILES
SLOUGH
South end of
Proposed Widening
& Reconstruction
OREGON
Remove Ramp
Boom L. Line
Purchase entire
area within loop
App. by BPR
Letter Jan 26, 1970
08-35-24
SWEET JUNE
1990 A.D.T.
12-11-68

INTERSTATE 84 - PACIFIC HIGHWAY
MULTNOMAH COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Z

S No access this side

Stub

Stub

Exit only

Entrance only

Entrance only

Exit only

Exit only

Exit

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-6(-)
Oregon Slough Bridge

DATE: October 22, 1974

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's October 1, 1974 submission proposes to widen the Oregon Slough Bridge on the present substructure and requests our approval of an 86-ft. roadway. We believe that the proposed reconstruction scheme has merit and should be pursued. We do, however, have reservations about the proposed roadway width.

The proposal is based on carrying the traffic from the Columbia River Bridges on across Oregon Slough. There has been extensive development between these bridges and it appears that there will be more in the future. To properly evaluate roadway widths we need traffic data for this area.

Normally shoulders are 10 ft. in width. We believe that 6 ft. is a desirable minimum for a structure with the high traffic volume this carries. We understand that further widening on the right is impracticable because of foundation loads. The sidewalk is now on the left and accordingly presents problems. Two solutions seem possible - use the deck area occupied by the sidewalk for roadway and place the sidewalk under the deck, or add an additional girder as on the right side. May we have your comments on the possibility of obtaining some extra roadway width?

This proposal calls for continued use of the existing bridge decks. As we have been having problems with old, thin decks, we would like to have your comments on the condition of the present decks.

for G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
OCT 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 24 '74
REFER TO
Hunter
FOR
X

File: 1377D F. B. Klaboe

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1974

RECEIVED
STATE HWY ENGR
OCT 1 '74
REFER TO
FOR
Init. | Prelim | R/D | D/R | Sign | Act | File

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Oregon Slough Br. Widening
Jantzen Beach Int.-Columbia Slough Br. Section
Pacific Hwy.
Multnomah Co.

Enclosed are five copies each of Drawings Nos. 29960 and B-636 through B-641 which show proposed revisions to Spans 1 through 10 of the subject structure.

Previous proposals providing for additional lanes and shoulder width have been discarded since such construction would not be compatible with the limited capacity of the Interstate Bridges. The present proposal is to provide as much roadway width as possible on the existing substructure and to provide adequate traffic railings and median barrier.

Three lanes of traffic will be maintained each way during the hours from 6 a.m. to 9 p.m. each day. During the 9 p.m. to 6 a.m., a minimum of two lanes of traffic will be maintained in each direction. This will be allowed to reduce the amount of work that must be done from barges.

The estimated cost of the revision to Spans 1 through 10 is $2,000,000 including an allowance for engineering and contingencies. The remaining work should add about $5,000,000 to the project cost.

Preliminary design work has not been completed for the removal and reconstruction of the south end of the bridge. This work should be completed in about two months and a full submittal will be sent to you for approval at that time. This partial submittal is being sent to you for your approval of the proposed roadway width.

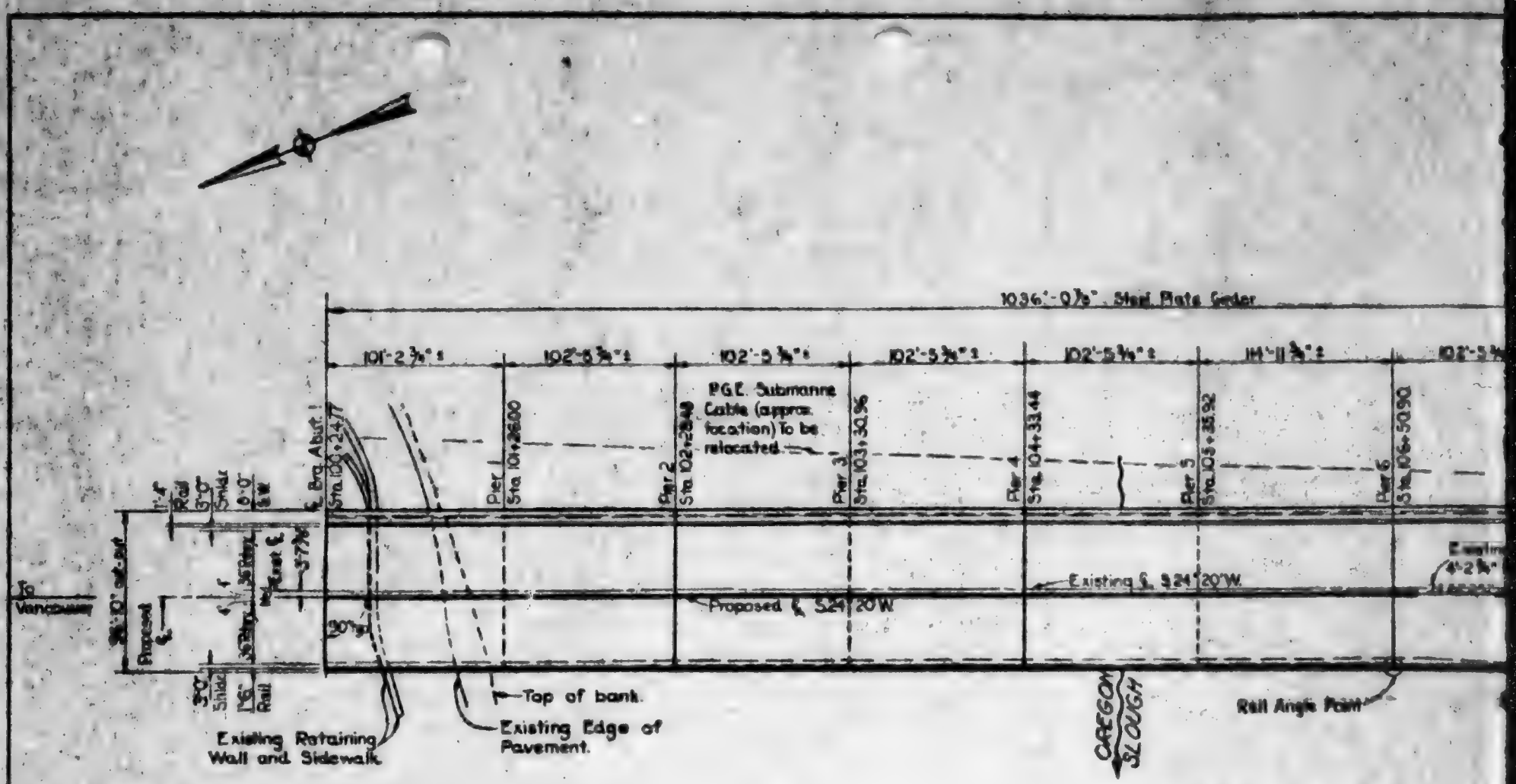
Very truly yours,

ORIGINAL SIGNED

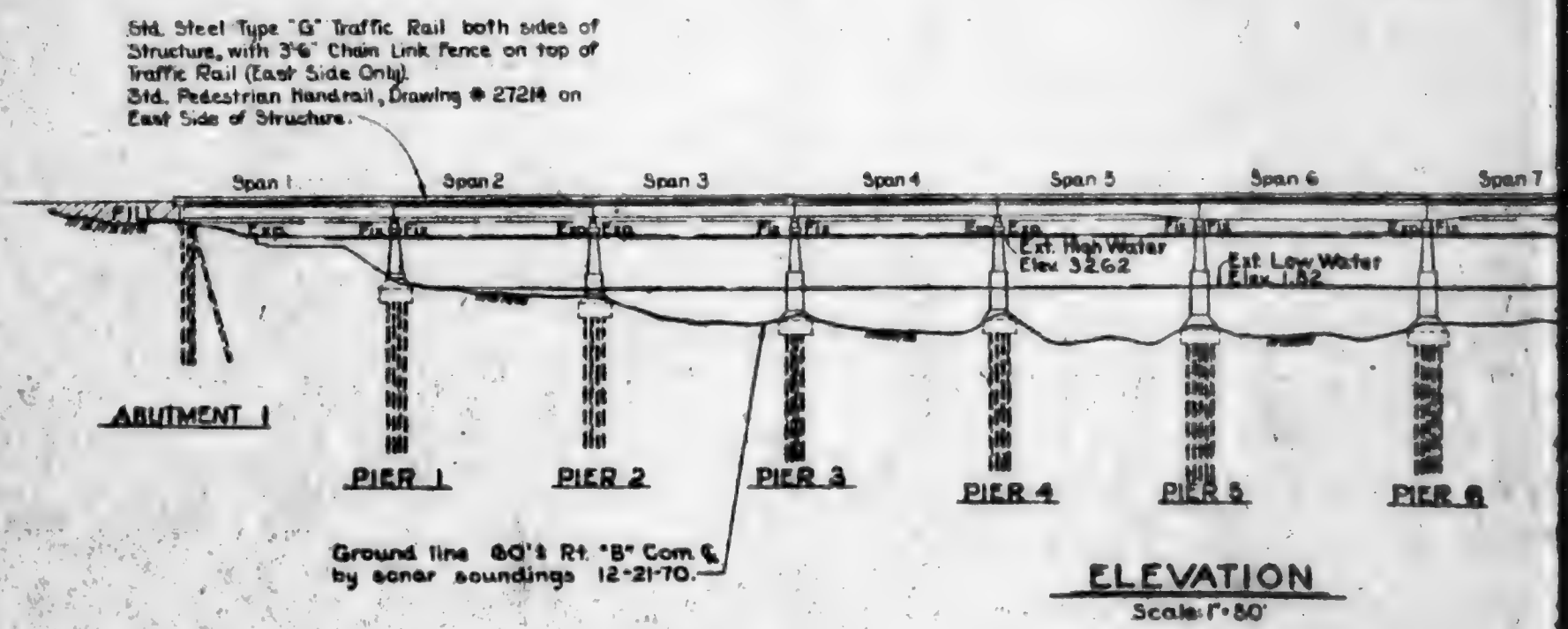
WALTER J. HART

Walter J. Hart
Bridge Engineer

RLM/ag
Encls.
cc F. B. Klaboe w/encl.
E. S. Hunter w/encl.
L. W. Rulien w/encl.
J. H. Versteeg w/encl.
V. D. Wolfe w/encl.



PLAN
Scale: 1" = 50'



ELEVATION
Scale: 1" = 50'

Pier 7
Sta. 107+53.38
Pier 8
Sta. 108+35.86
Pier 9
Sta. 103+58.34
Pier 10
Sta. 110+60.84
Overhead Wires
Existing 4'-2 3/4" Median
Proposed Steel Type 'G' Median
90° typ.
Existing Structure to be Modified to Pier 10.
To Portland
Existing Structure to be Replaced beyond Pier 10.
Existing Swift Ave. Off Ramp to be removed.
Span 7
Span 8
Span 9
Span 10
South Approach to be designed later
PIER 7
PIER 8
PIER 9
PIER 10
INTERSTATE BRIDGE
HAYDEN ISLAND
COLUMBIA RIVER
OREGON SLOUGH
Proposed Reconstruction
VICINITY MAP

APPROVED:
BRIDGE ENGINEER
DESIGNED
DRAWN T.M.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

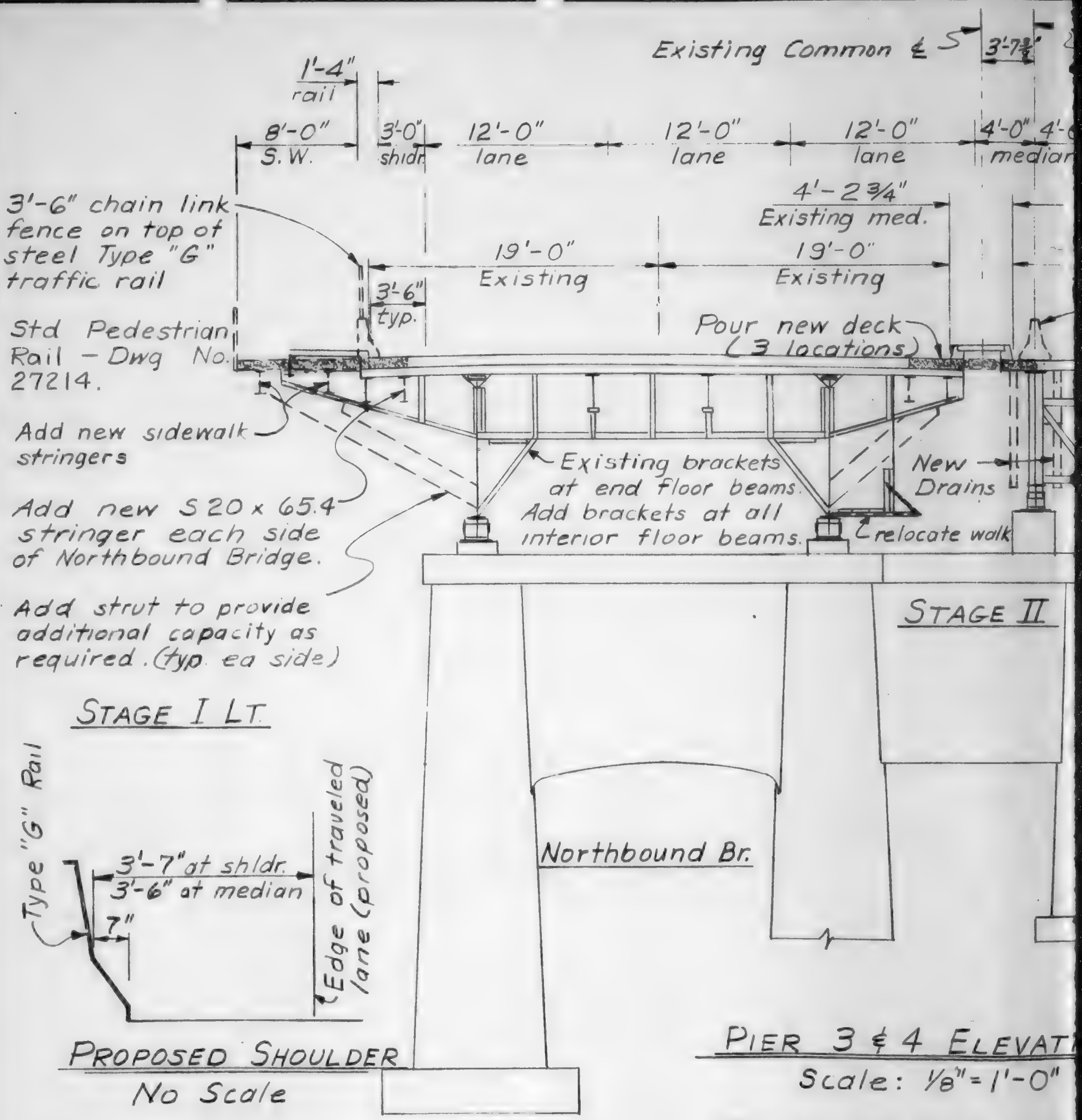
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

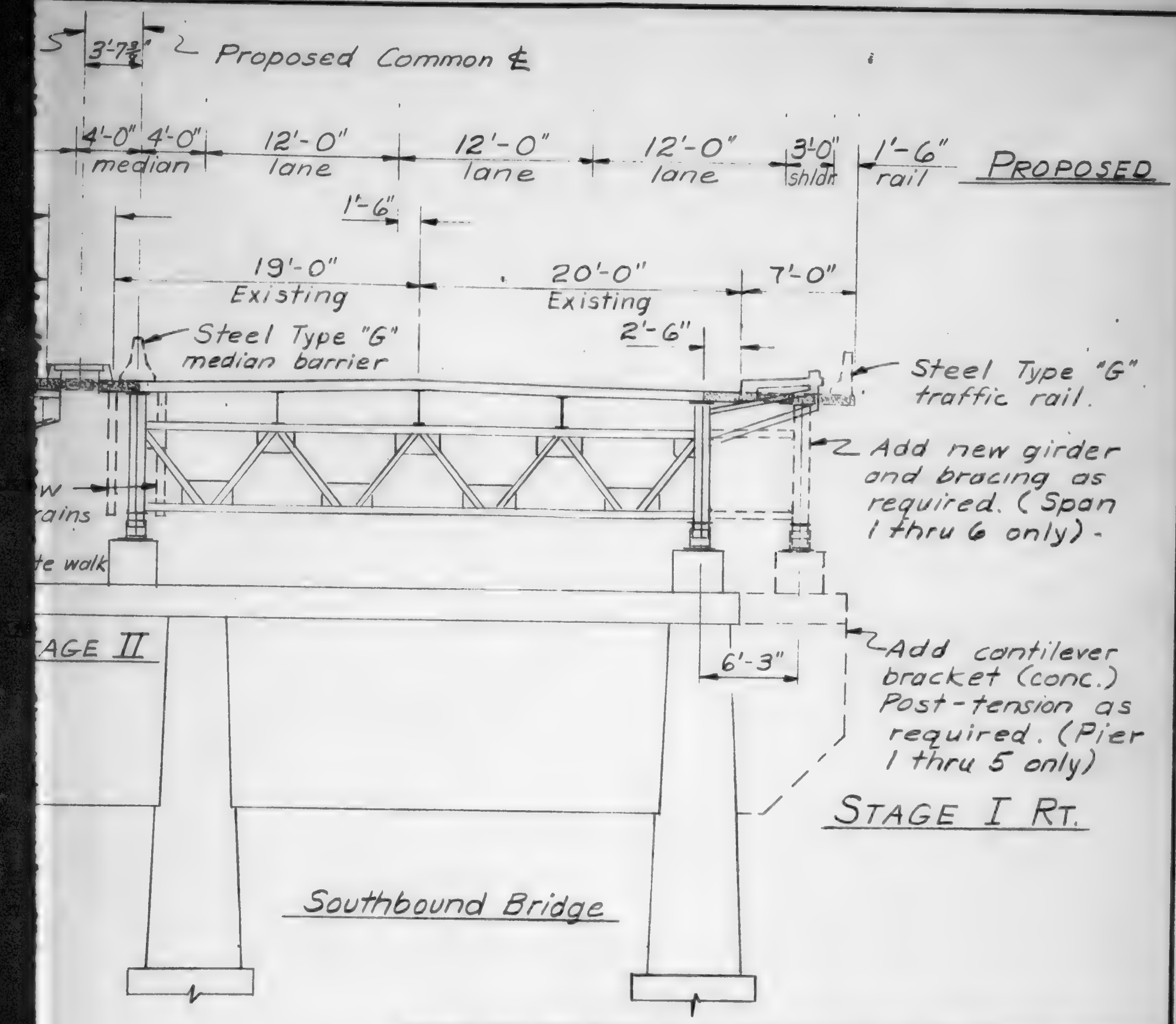
OREGON SLOUGH BRIDGE WIDENING

INTERSTATE BRIDGE -- PACIFIC EAST UNDING
PACIFIC HIGHWAY I-5
MULTNOMAH COUNTY

PRELIMINARY PLAN & ELEVATION

DATE
BRIDGE NO.
SHEET ___ OF ___
DRAWING NO. 29960


Existing Common ℄
3'-7½"
1'-4" rail
8'-0" S.W.
3'-0" shldr.
12'-0" lane
12'-0" lane
12'-0" lane
4'-0" median
4'-2¾" Existing med.
19'-0" Existing
19'-0" Existing
3'-6" chain link fence on top of steel Type "G" traffic rail
3'-6" typ.
Std Pedestrian Rail – Dwg No. 27214.
Pour new deck (3 locations)
Add new sidewalk stringers
Add new S 20 x 65.4 stringer each side of Northbound Bridge.
Add strut to provide additional capacity as required. (typ. ea side)
Existing brackets at end floor beams.
Add brackets at all interior floor beams.
New Drains
relocate walk
STAGE II
Northbound Br.
STAGE I LT.
Type "G" Rail
3'-7" at shldr.
3'-6" at median
7"
Edge of traveled lane (proposed)
PROPOSED SHOULDER
No Scale
PIER 3 ℄ 4 ELEVATI
Scale: ⅛" = 1'-0"
Piers 1, 2, ℄ 5 are s
for Southbound Bridge
Piers similar for N.B.



w
rains

te walk

AGE II

ELEVATION
"=1'-0"

5 are similar
Bridge. All
or N.B. Bridge.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

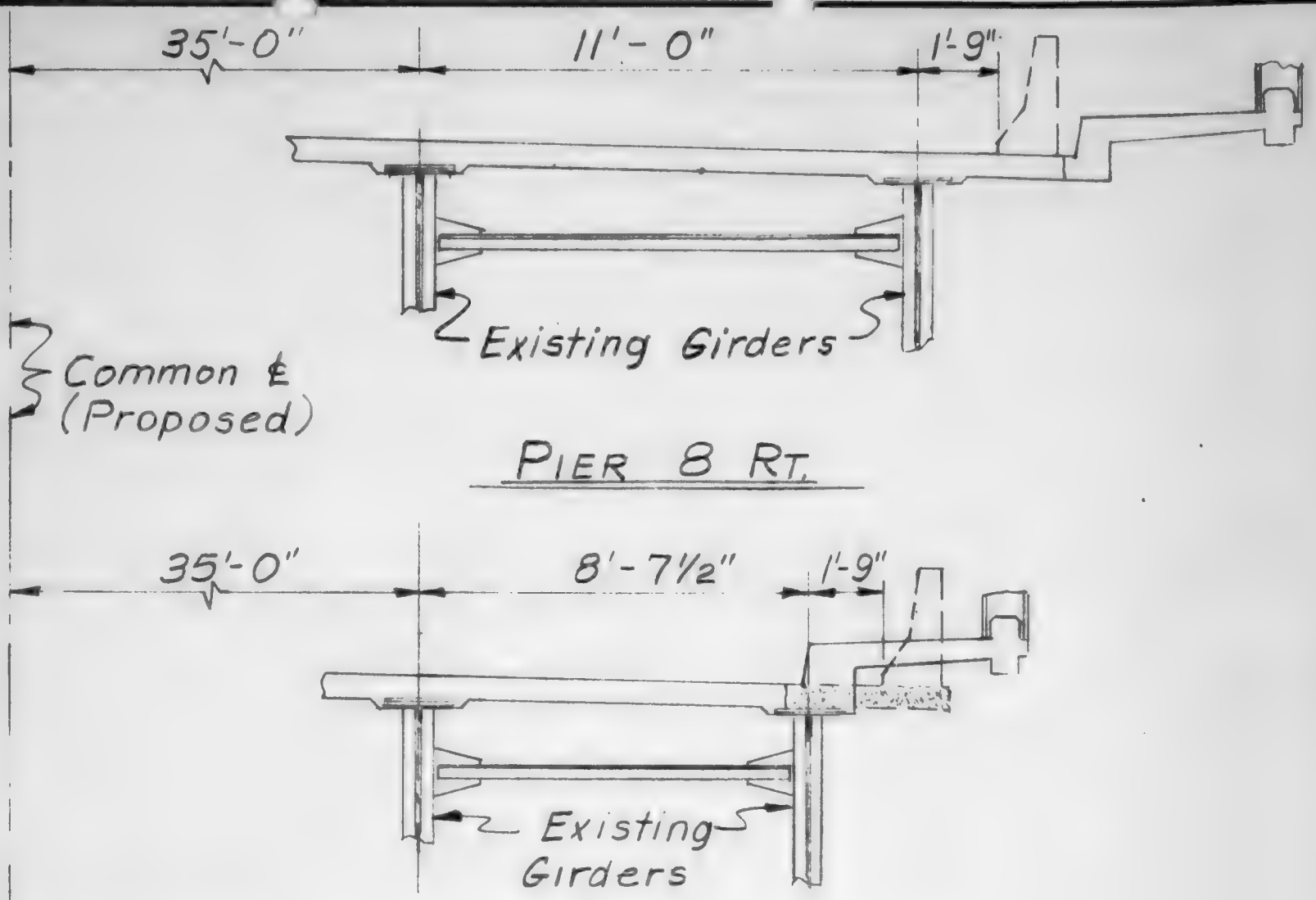
OREGON SLOUGH
PROPOSED WIDENING AT PIER 3 & 4
PACIFIC HIGHWAY MULTNOMAH CO.

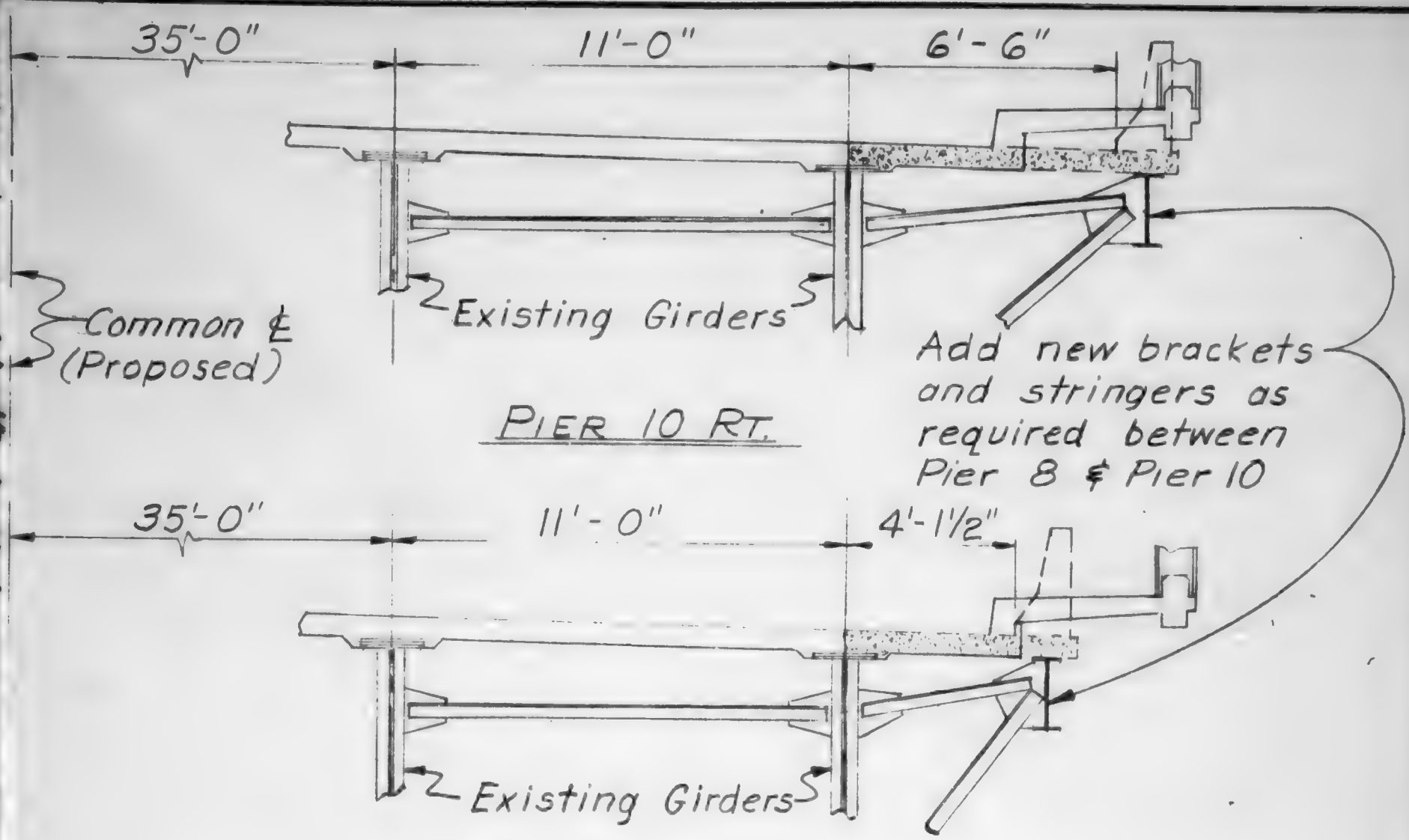
APPROVED:

BRIDGE ENGINEER

DATE 7-18-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-636

formerly Dwg. OS-1


35'-0"
11'-0"
1'-9"
Existing Girders
Common ℄
(Proposed)
PIER 8 RT.
35'-0"
8'-7½"
1'-9"
Existing
Girders
Common ℄
(Proposed)
PIER 7 RT.
35'-0"
6'-3"
1'-9"
Steel Type "G"
Rail (typical)
New deck as
required. Lap
deck bars 1'-3"
Existing
Girders
PIER 6 RT.



PIER 10 RT.

PIER 9 RT.

NOTE: PROPOSED CURB PARALLELS THE COMMON ℄ FROM NORTH ABUTMENT TO PIER 6. FROM PIER 6, THE CURB TURNS 1° 20'± TO THE RIGHT AND IS TANGENT TO PIER 10 SEE PIER 3 ℄ 4 WIDENING FOR DETAILS NOT SHOWN.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

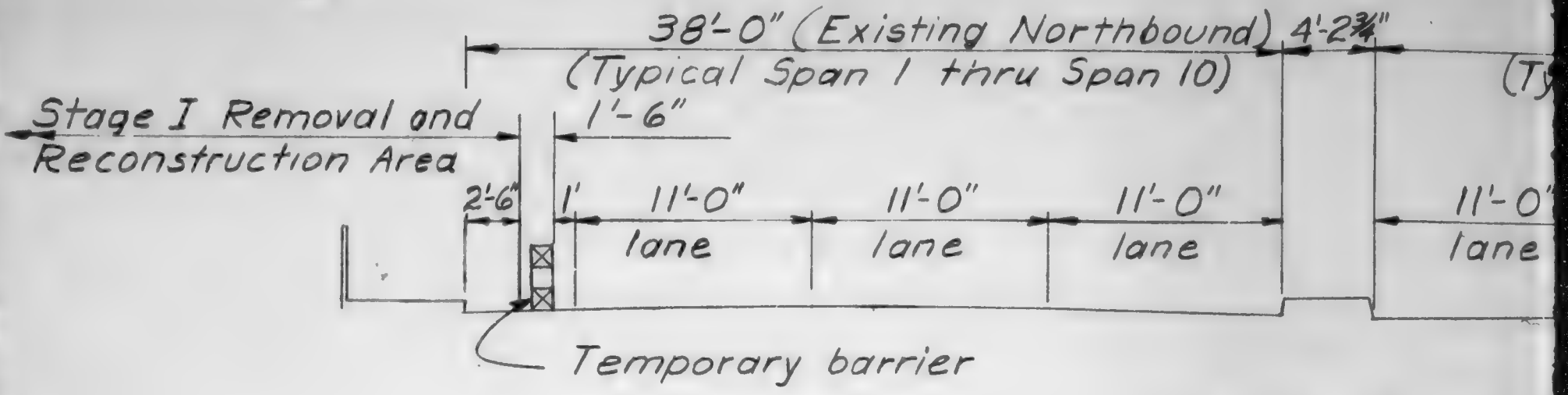
OREGON SLOUGH
PROPOSED CURB LINE AT PIER 6 RT. - 10 RT.
PACIFIC HIGHWAY MULTNOMAH COUNTY

APPROVED:

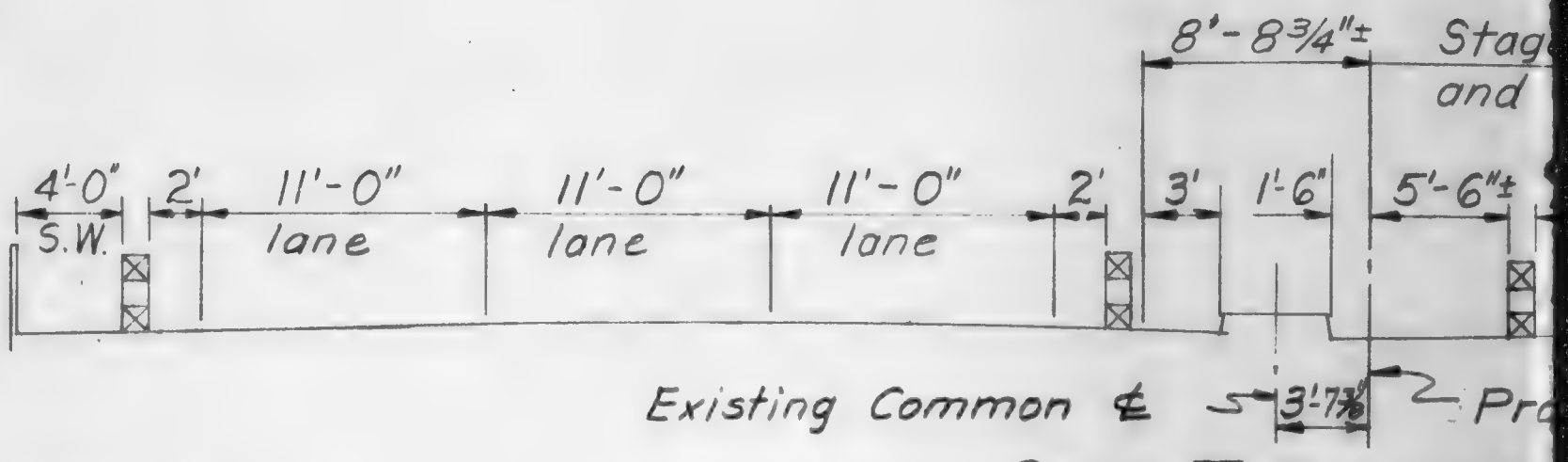
BRIDGE ENGINEER

DATE 7/22/74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-637

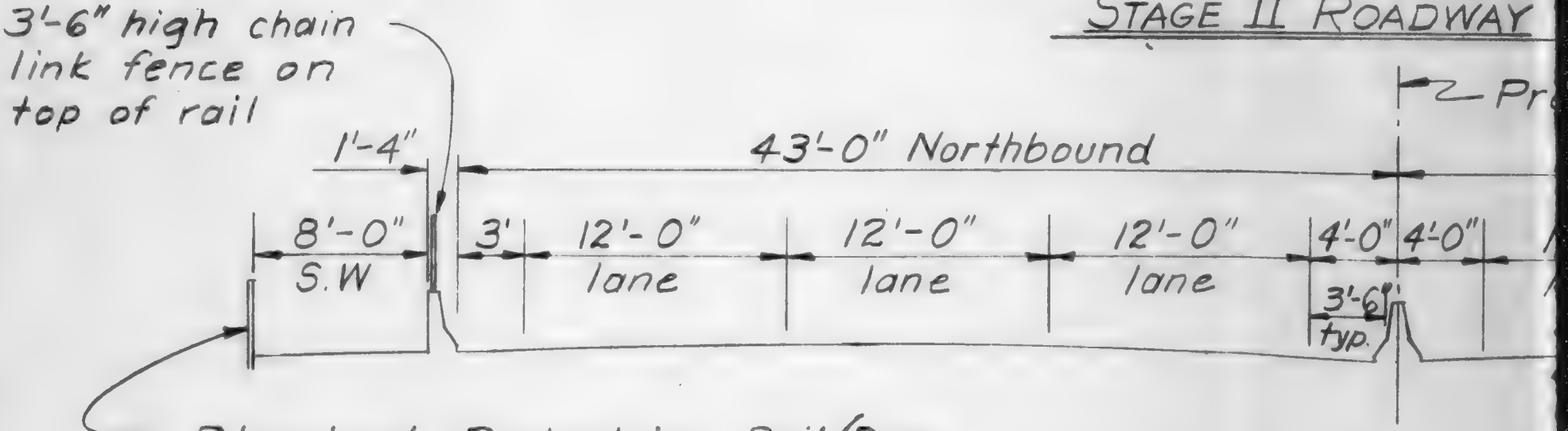
formerly Dwg. OS-2



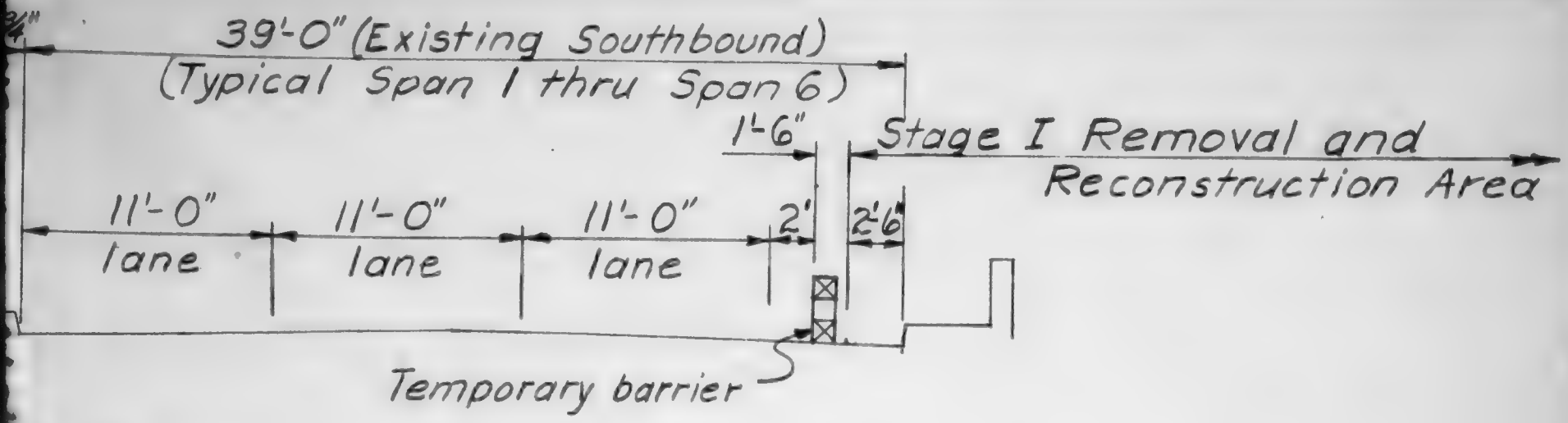
STAGE I ROAD



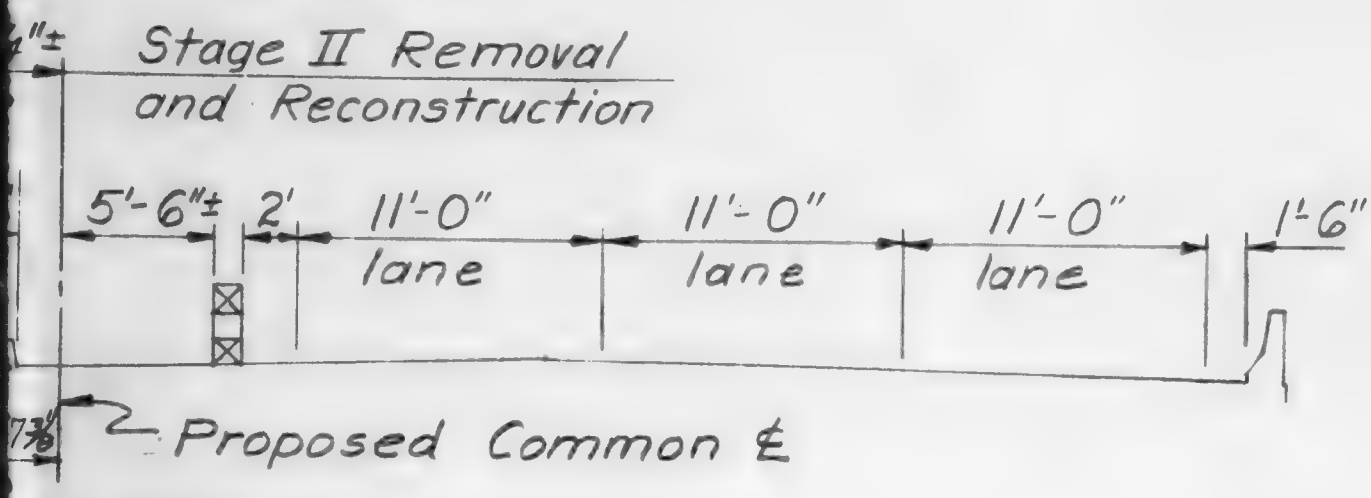
STAGE II ROADWAY



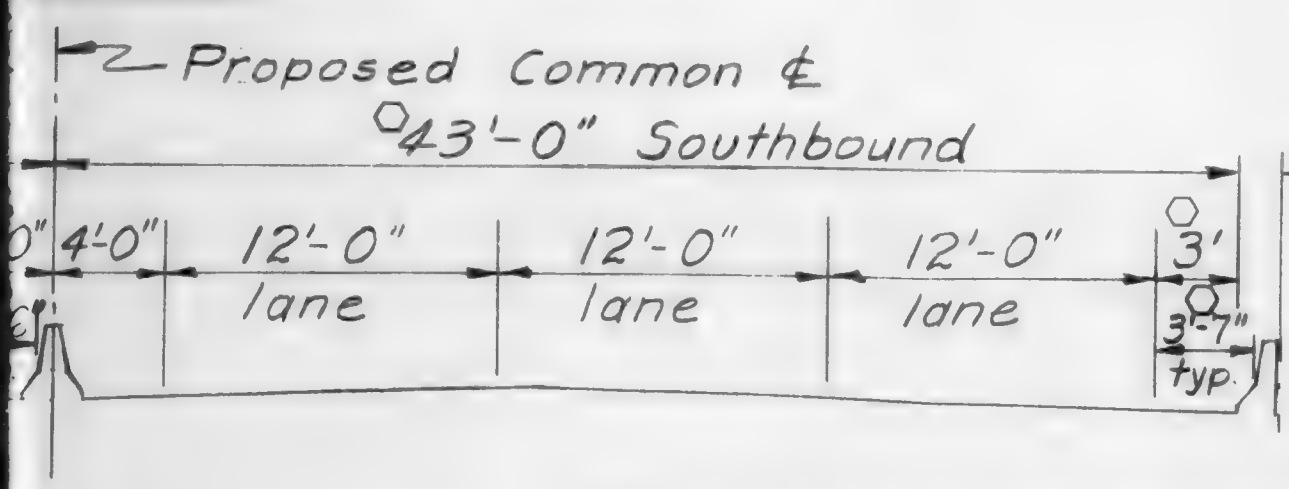
FINAL ROADWAY



I ROADWAY



OADWAY



These dimensions increase uniformly from Pier 6 to Pier 10. (Add 9'-6" at Pier 10)

OADWAY

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

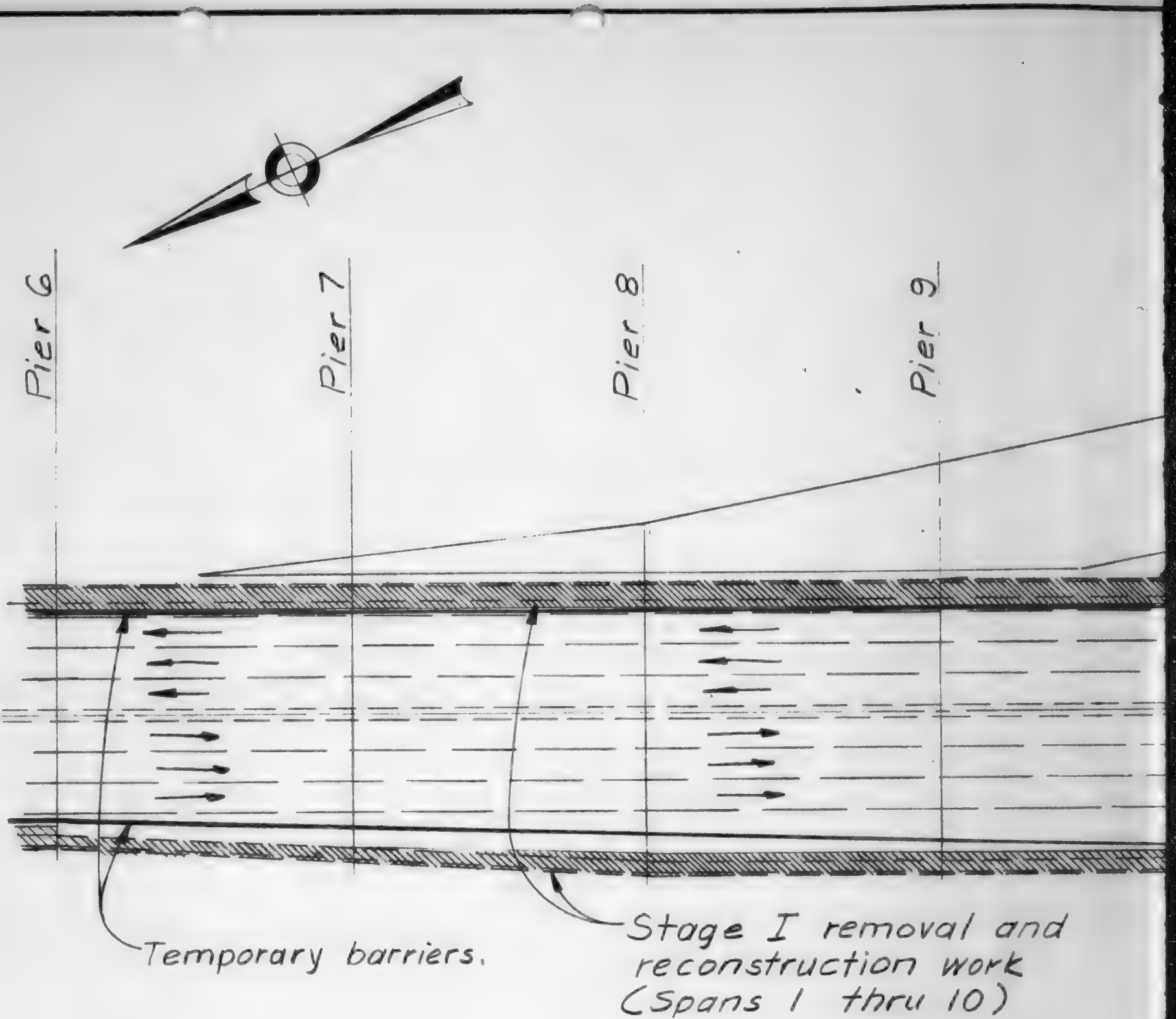
OREGON SLOUGH
PROPOSED ROADWAY – SPAN 1 TO 10
PACIFIC HIGHWAY MULTNOMAH COUNTY

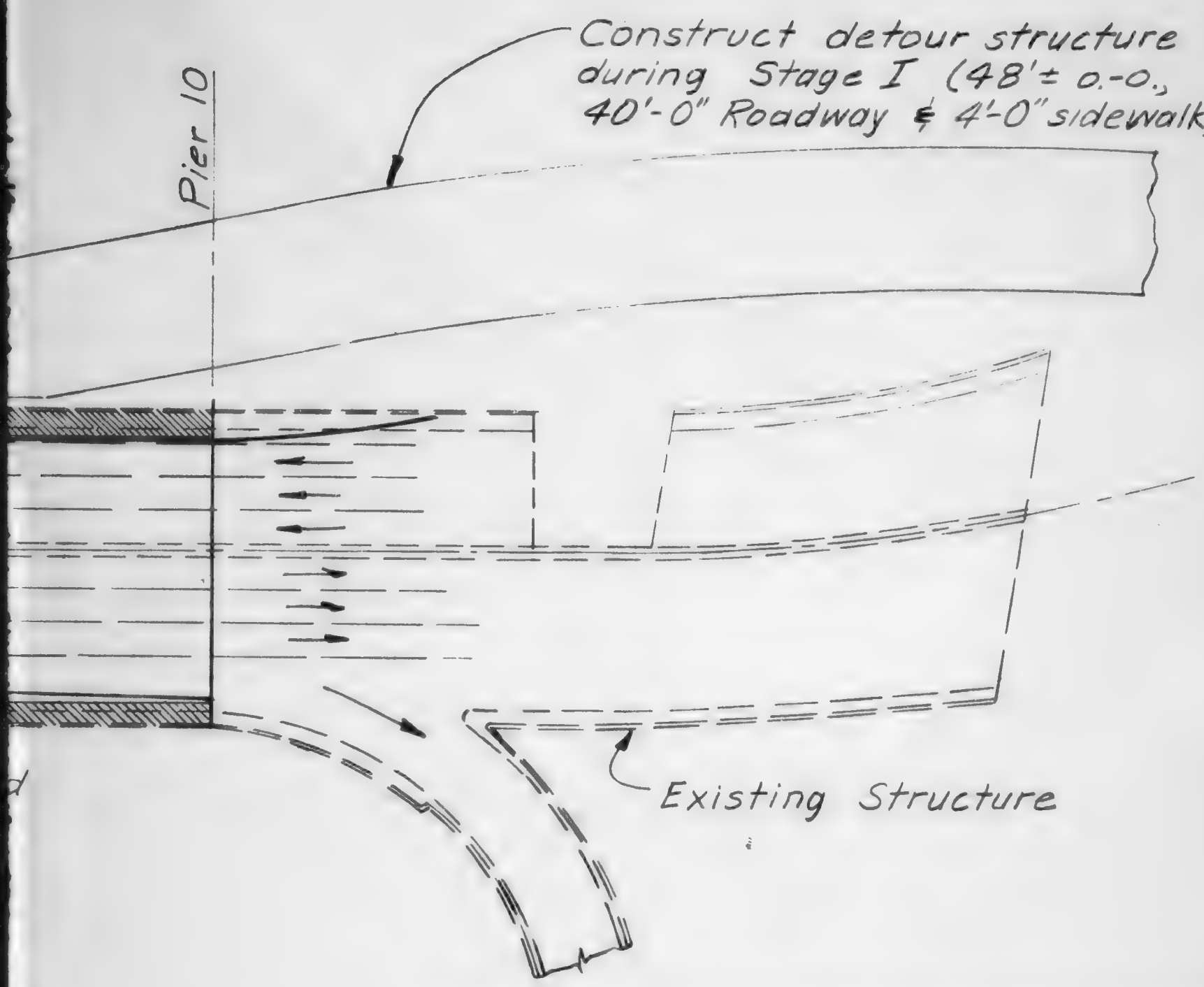
APPROVED:

BRIDGE ENGINEER

DATE 7-25-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-638

formerly Dwg 05-3


Pier 6
Pier 7
Pier 8
Pier 9
Temporary barriers.
Stage I removal and reconstruction work (Spans 1 thru 10)



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
STAGE I TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

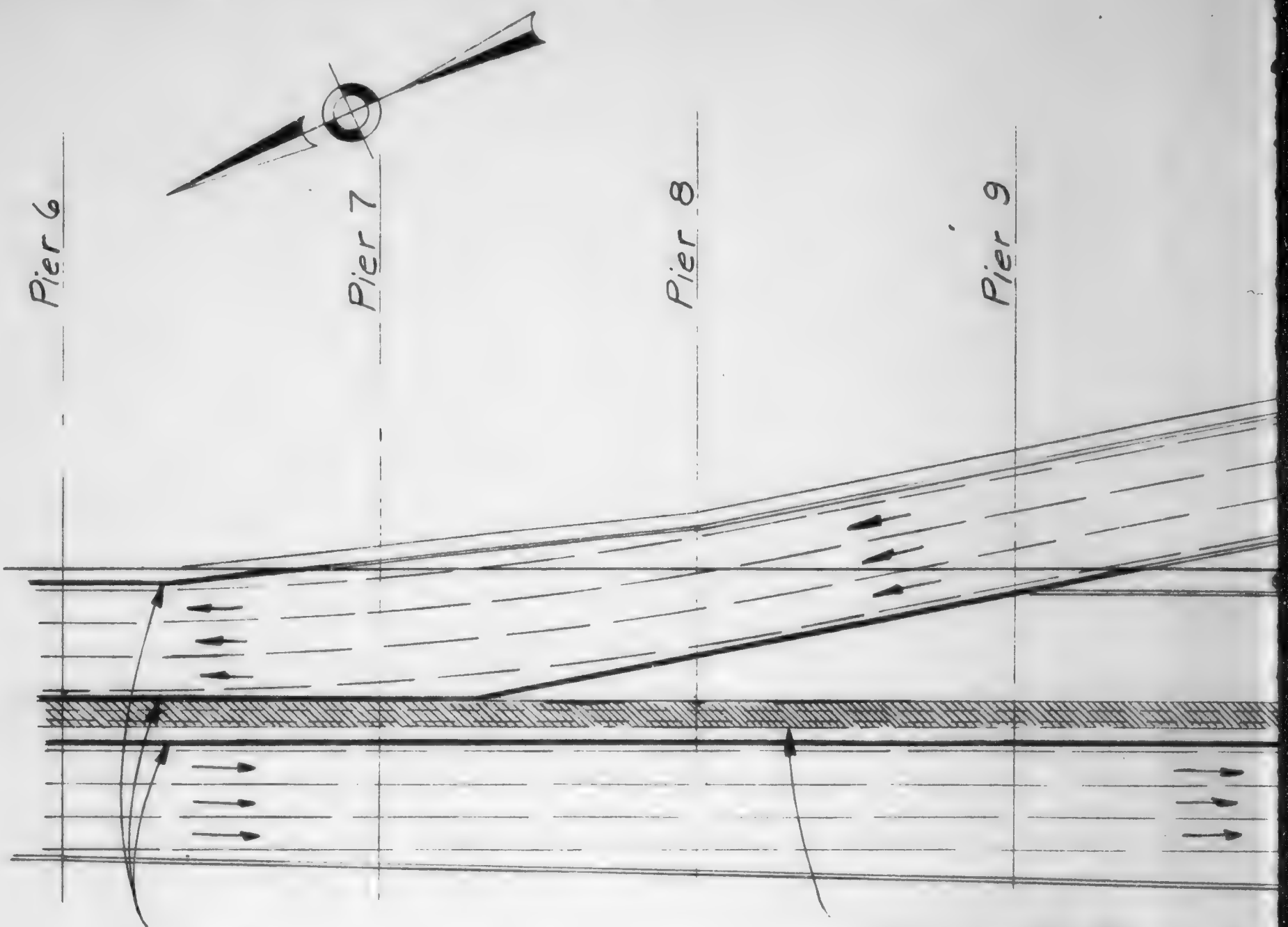
BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D

DESIGNED

DRAWN RLM DRAWING NO. B-639

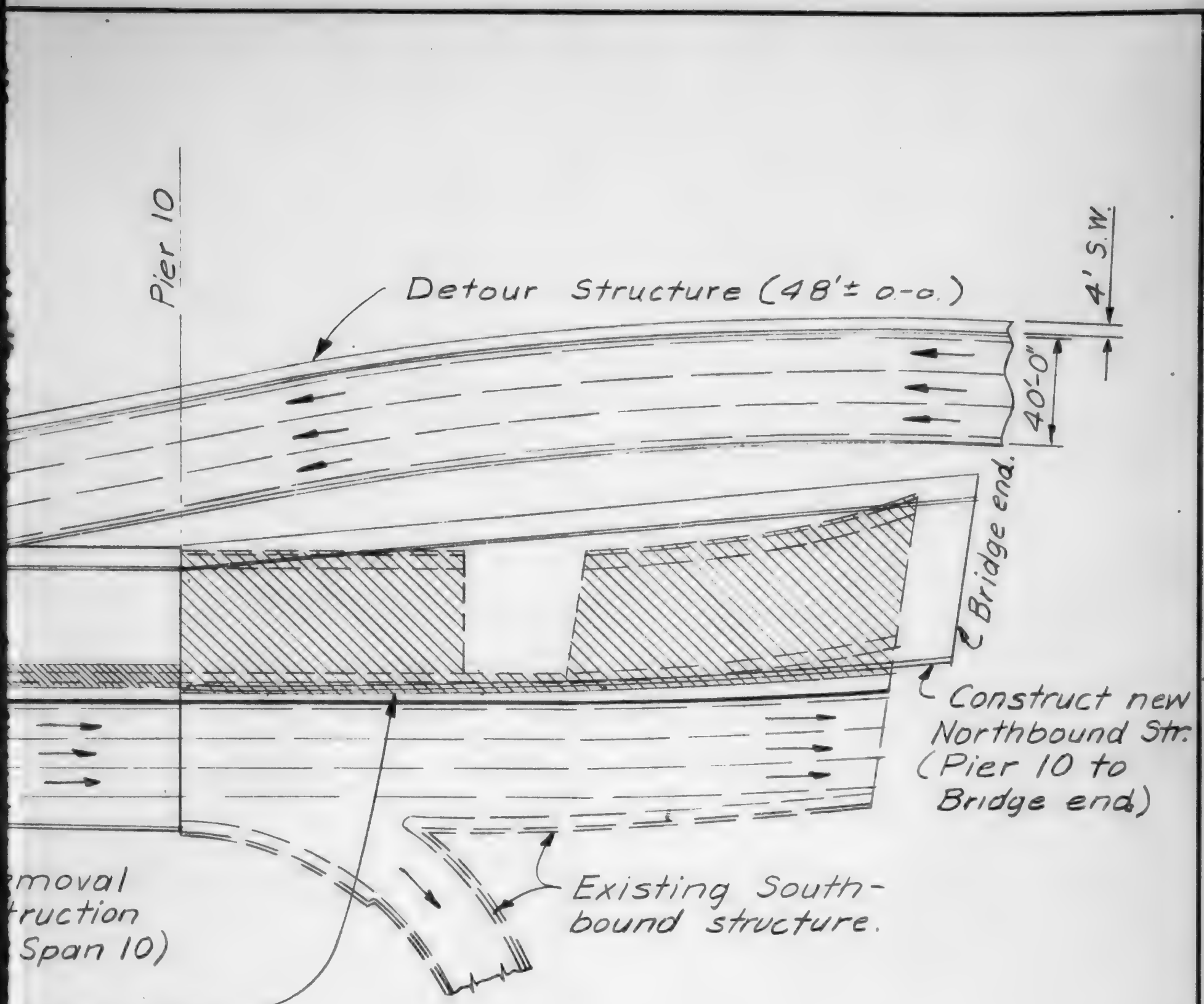
formerly Dwg. OS-4



NOTE:
Grades and alignment for structure beyond Pier 10 to be determined after approval of Span 1-10 roadway sections.

Remove existing
bound structure a
of existing Southb
structure as requir

PLAN
No Scale



OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

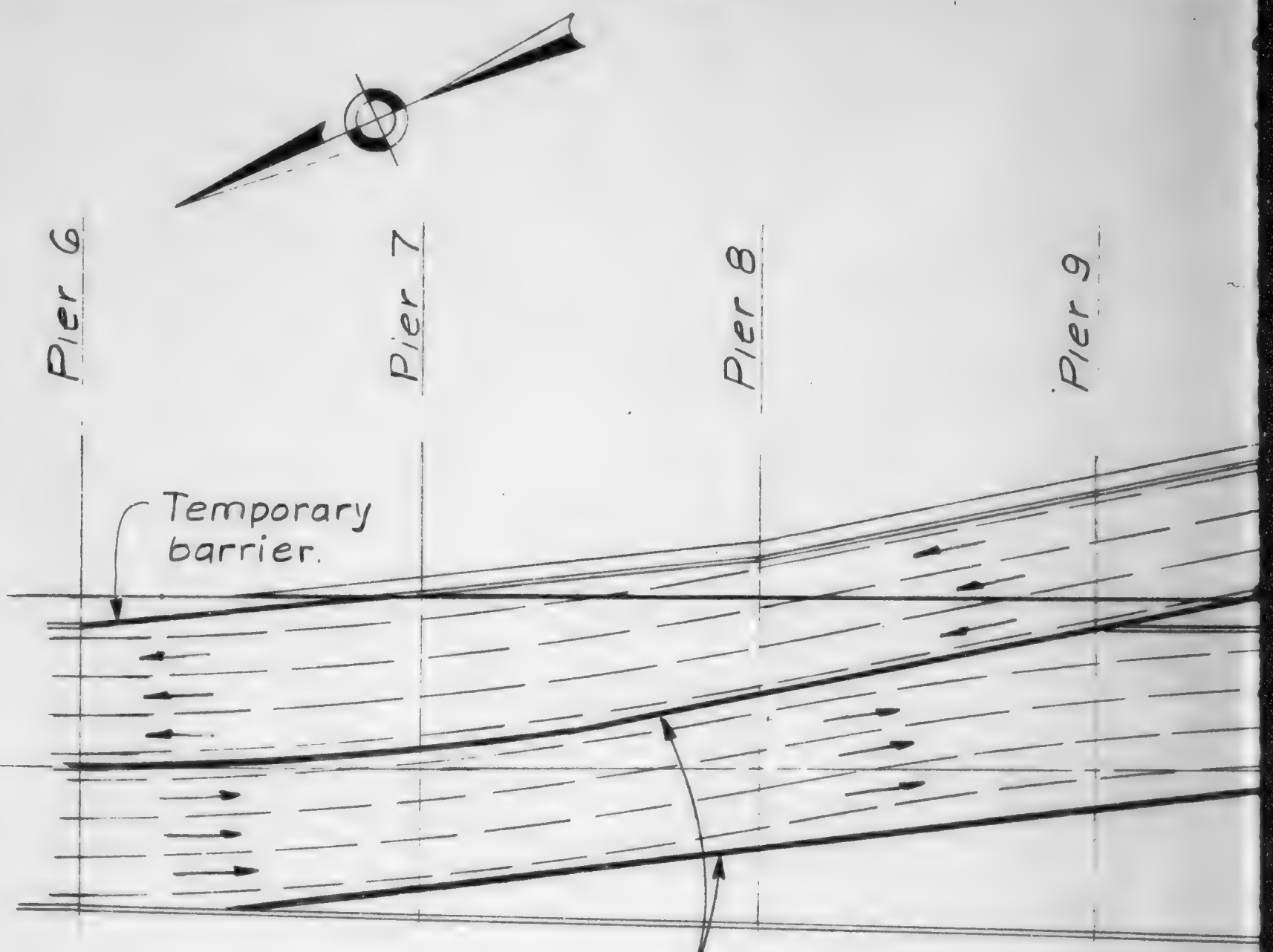
OREGON SLOUGH
STAGE II TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

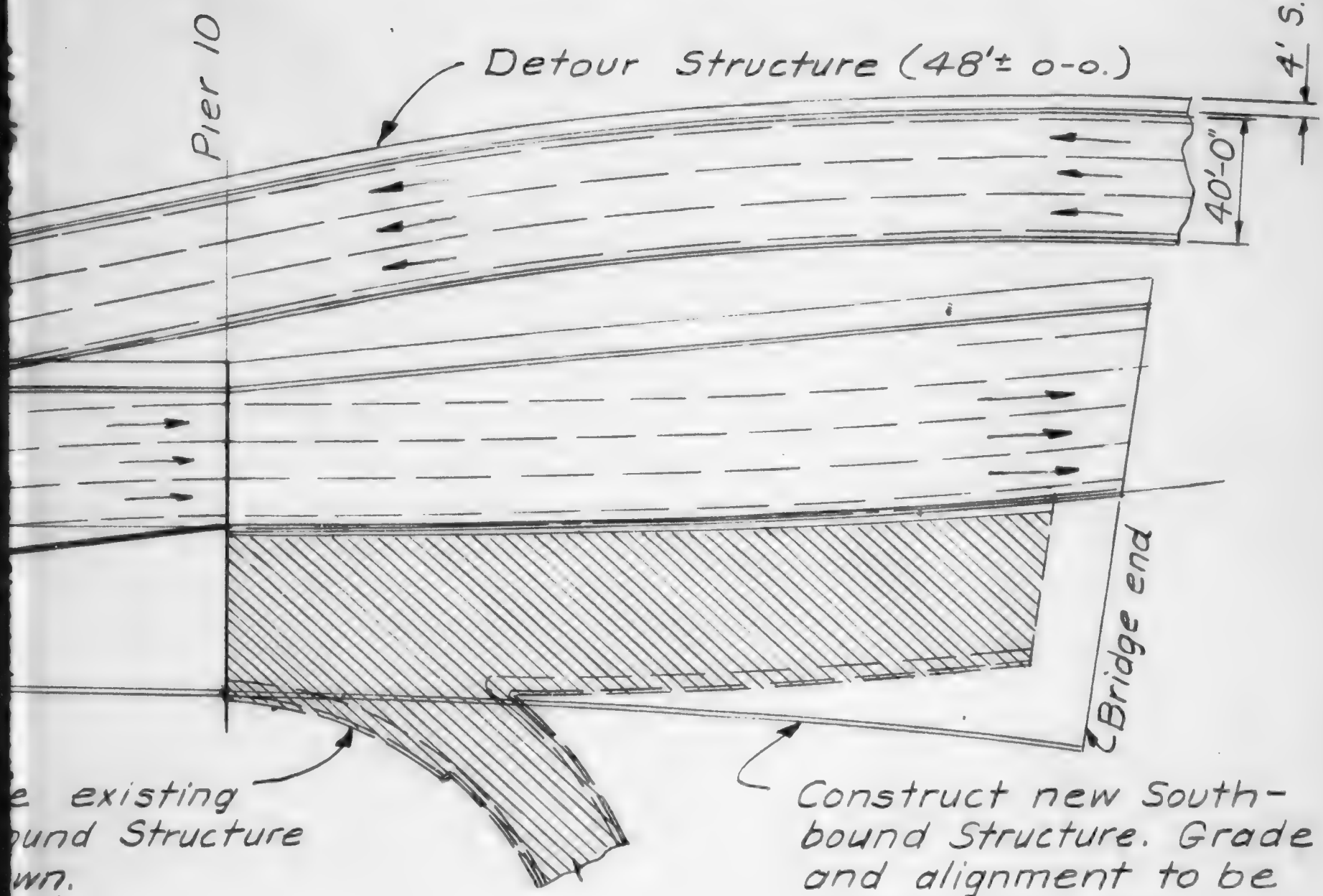
DATE 8-14-74 BRIDGE NO. 1377 D
DESIGNED
DRAWN RLM DRAWING NO. B-640

formerly Dwg. OS-5



NOTE:
After Southbound structure is completed beyond Pier 10, remove temporary barriers and install rails to allow final traffic pattern. Remove detour structure.

PLAN
No Scale



e existing
ound Structure
wn.

Construct new South-bound Structure. Grade and alignment to be determined later. (Pier 10 to Bridge end)

e
/s
ove

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
STAGE III TRAFFIC – SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. B-641

formerly Dwg. OS-6

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 9, 1974

Portland, OR 97213

FILE: Case file

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Union Avenue-Swift Blvd.
I-5 interchange

TO: E. S. HUNTER
Asst. State Hwy. Engineer
Design

SALEM

The Metro Utilities Engineer advises we have a major conflict with the telephone cable on the Oregon Slough Bridge. This is the telephone between Oregon and Washington.

This cable is presently located in the area which is scheduled for widening, that being the easterly portion of the bridge.

If replacement of this cable is required, that being some type of relocation, the materials, plus construction, will take approximately twelve months. I might also point out that this is the first phase of the widening sequence. However, I am advised that there is a possibility to accommodate the cable where it is, and would suggest that the information provided the Bridge Section be used to attempt to facilitate that end.

A second alternative is to go with a buried cable. I am advised that when this project was initially started, the Telephone Company did, in fact, acquire the cable for this purpose. However, due to the delay in the project, they have used it elsewhere due to the uncertainty of the footing locations at the time we were looking at a completely new bridge. If this alternative is selected due to the fact that we are now utilizing the existing footings, we should make such a decision in order that the Telephone Company could perhaps pursue acquiring material and burying this cable which would then be out of the way, to facilitate the construction contract.

In summary, it would seem as if we should attempt to design around the existing cable as a matter of simple economics.

10-16-74
Hart - Chidsey
agree
E&H
cc Bothman

ebg

cc: Versteeg, Hart

RECEIVED
OCT 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 1, 1974

FILE: Bridge 1377D

FROM: L. L. Wallace
Bridge Design Engineer

TO:

Mr. R. N. Bothman
Metropolitan Engineer

SUBJECT:

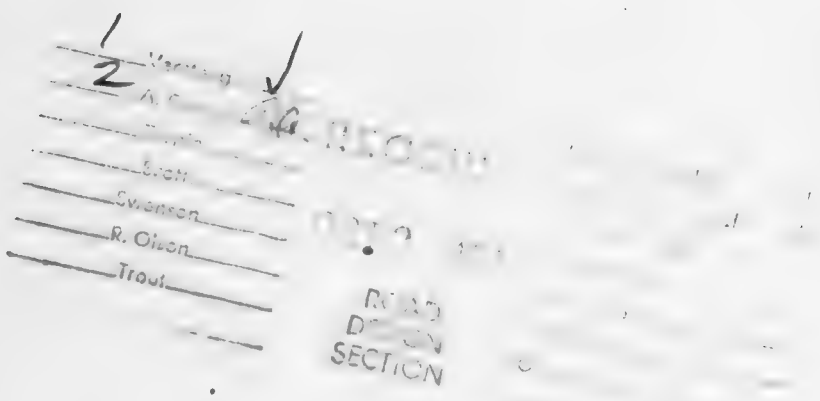
Oregon Slough Bridge Widening
Bridge 1377D
Pacific Highway
Multnomah County

The proposed revisions to Spans 1 through 10 of the subject structure, as detailed on Drawings 29960 and OS-1 through OS-6, have been approved by E. S. Hunter and F. B. Klaboe. We are requesting that grades and alignment for the detours and a vicinity map for the reconstruction at the south end of the bridge be sent to us as early as possible so that we may complete the preliminary design and submit the project to FHWA for approval.

We are also requesting that sonar soundings be made of the streambed in the vicinity of the bridge for determining erosion control requirements to protect the existing piers. Sonar soundings were previously taken in December 1970 using James McClure's crew in company with Jack Davis.

RLM:dh

cc Adrian Olson
J. D. Davis
R. L. Lenz



FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 23, 1974

Salem, Oregon

FILE:

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. Robert N. Bothman
Metropolitan Engineer

SUBJECT: Oregon Slough Br. Widening
Br. No. 1377D
Pacific Hwy.
Multnomah Co.

Interstate Br. - Psc E. 0-19

Enclosed are three copies each of Drawings Nos. 29960 and OS-1 through OS-6 showing proposed revisions to Spans 1 through 10 of the subject structure. These are being sent to you for your review before submitting them to E. S. Hunter for approval.

Though the drawings show that three lanes of traffic are maintained in each direction, a provision allowing the contractor to use one lane each way for construction purposes during low traffic hours would reduce the amount of work to be done from barges and would result in a savings to the State.

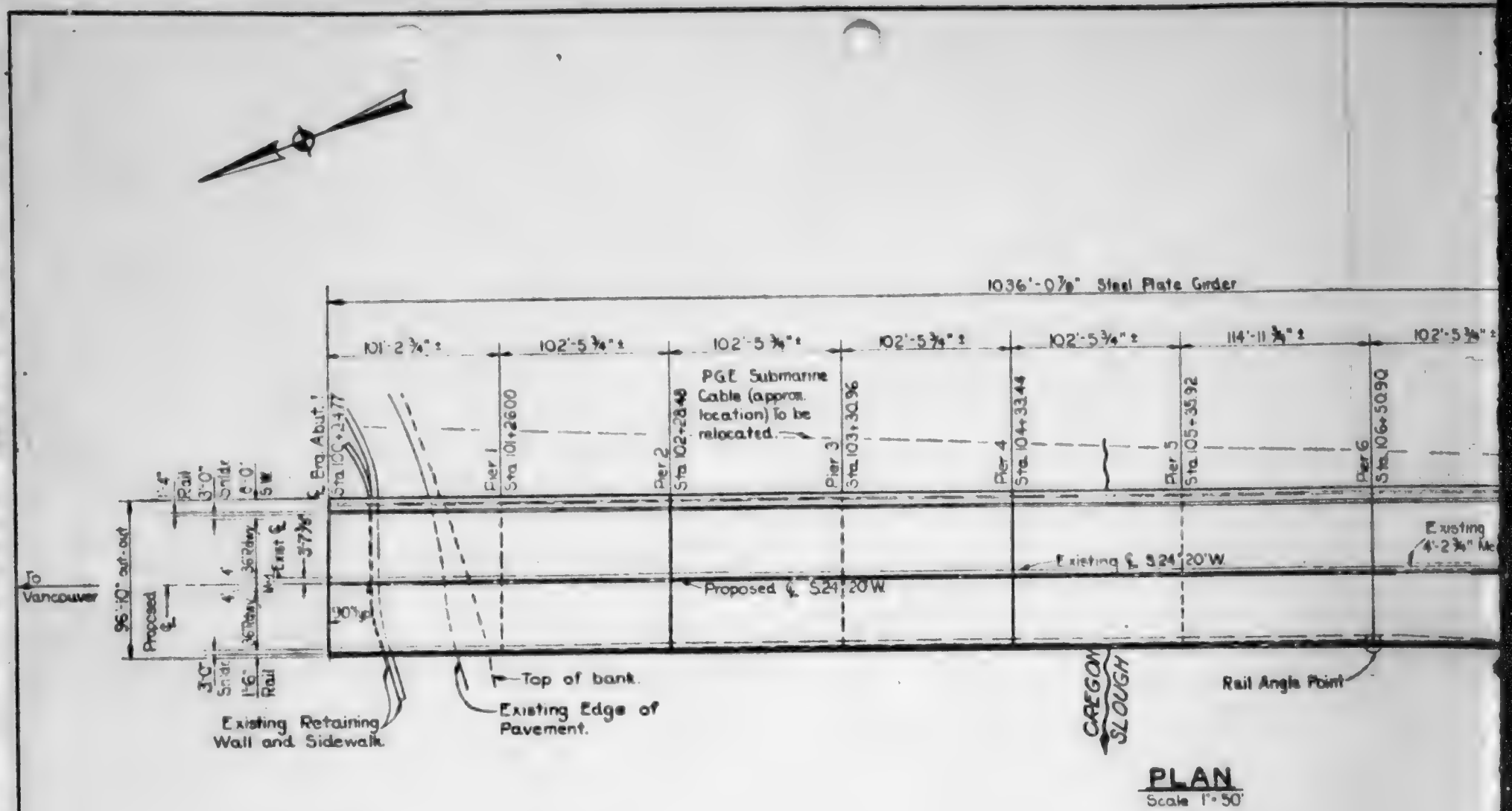
During Stage I construction, it will be necessary to close the sidewalk. It is anticipated that a van will have to be provided to transport pedestrians and bicycles for about sixteen hours each day for as long as the sidewalk is closed.

Please return one set of drawings with your comments and suggestions.

RLM/sh

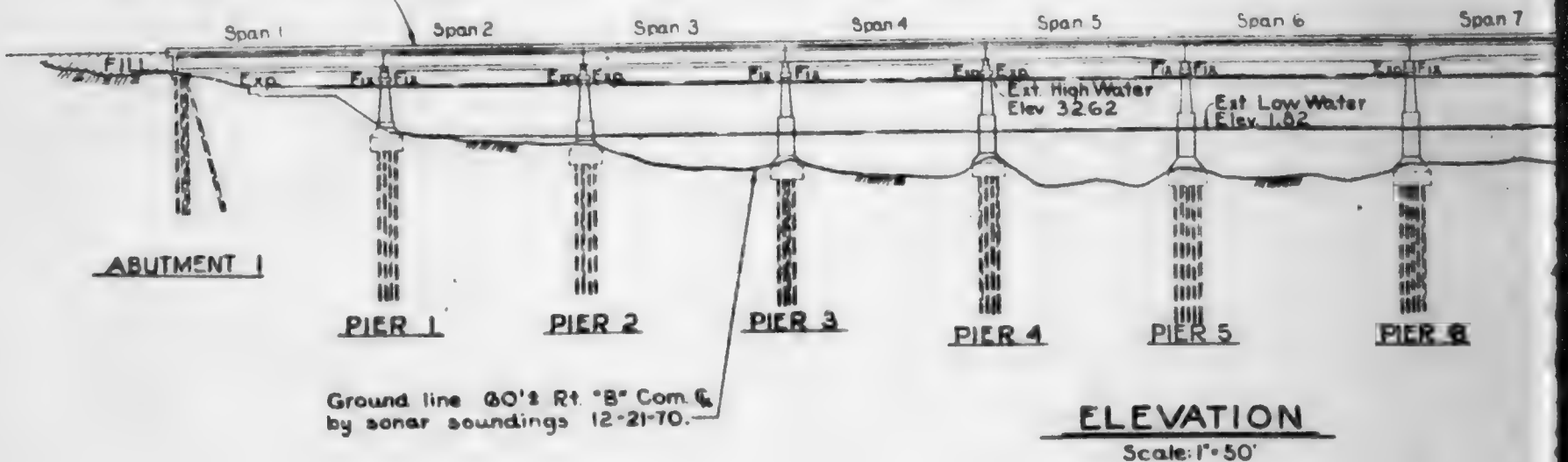
Enclosures

cc: Adrian Olson w/1 attach.

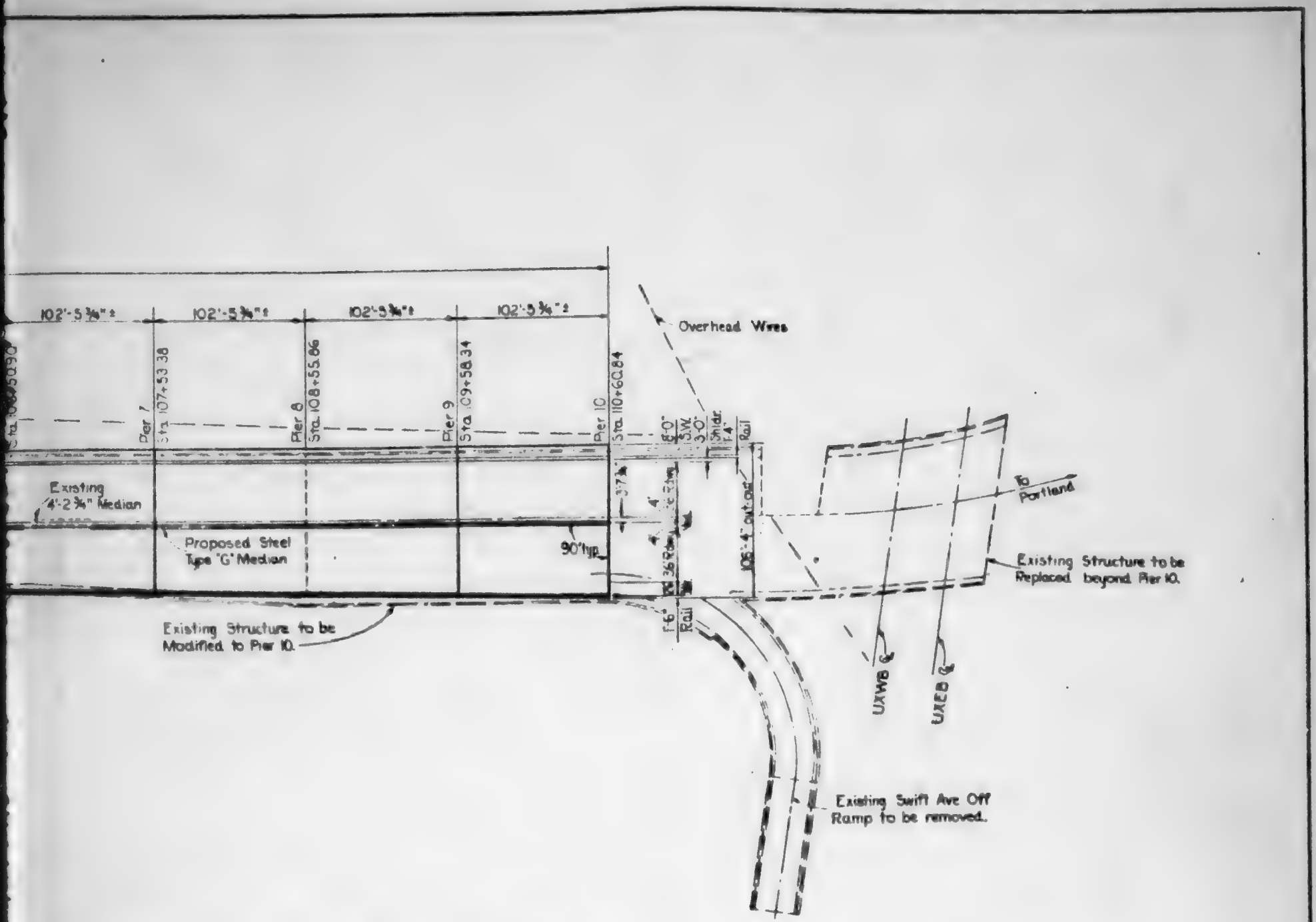


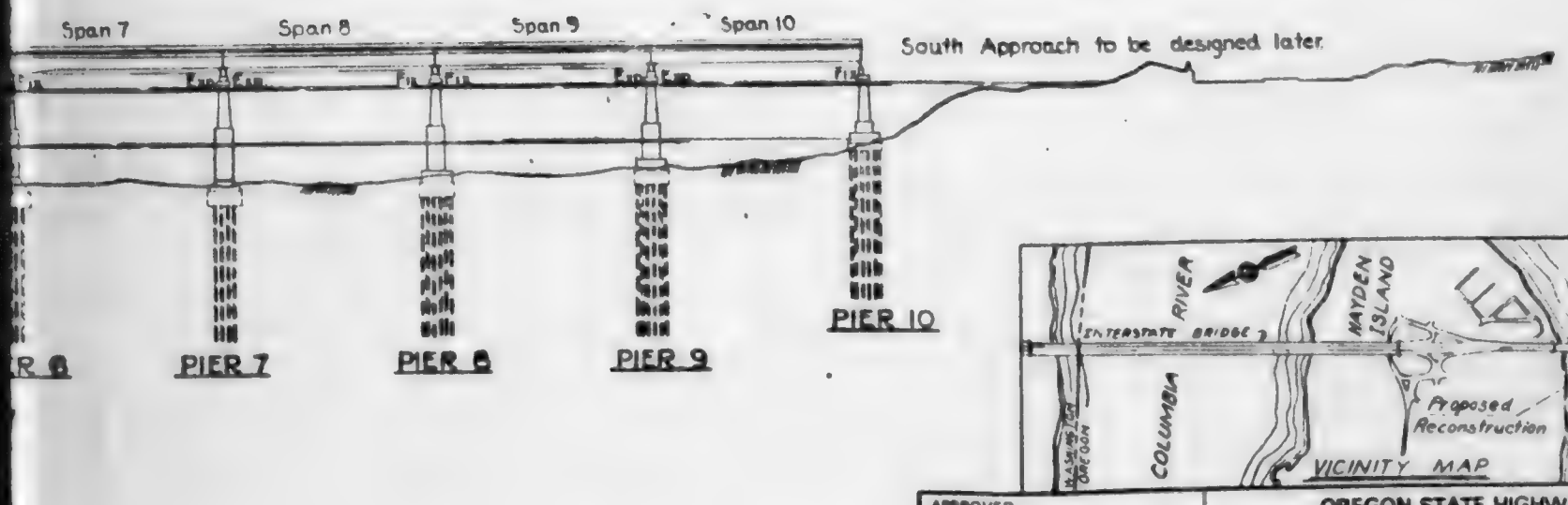
PLAN
Scale 1" = 50'

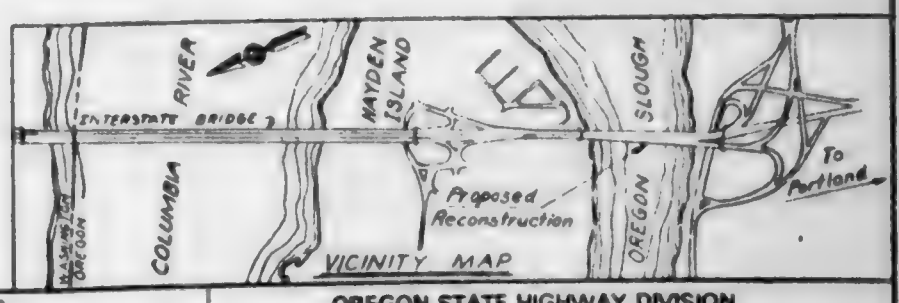
Std. Steel Type "G" Traffic Rail both sides of Structure, with 3'-6" Cham Link Fence on top of Traffic Rail (East Side Only).
Std. Pedestrian Handrail, Drawing # 27214 on East Side of Structure.



ELEVATION
Scale: 1" = 50'







ADVANCE PLANS
AUG 20 1974
DO NOT USE FOR CONSTRUCTION

APPROVED

BRIDGE ENGINEER

DESIGNED
DRAWN T. H.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

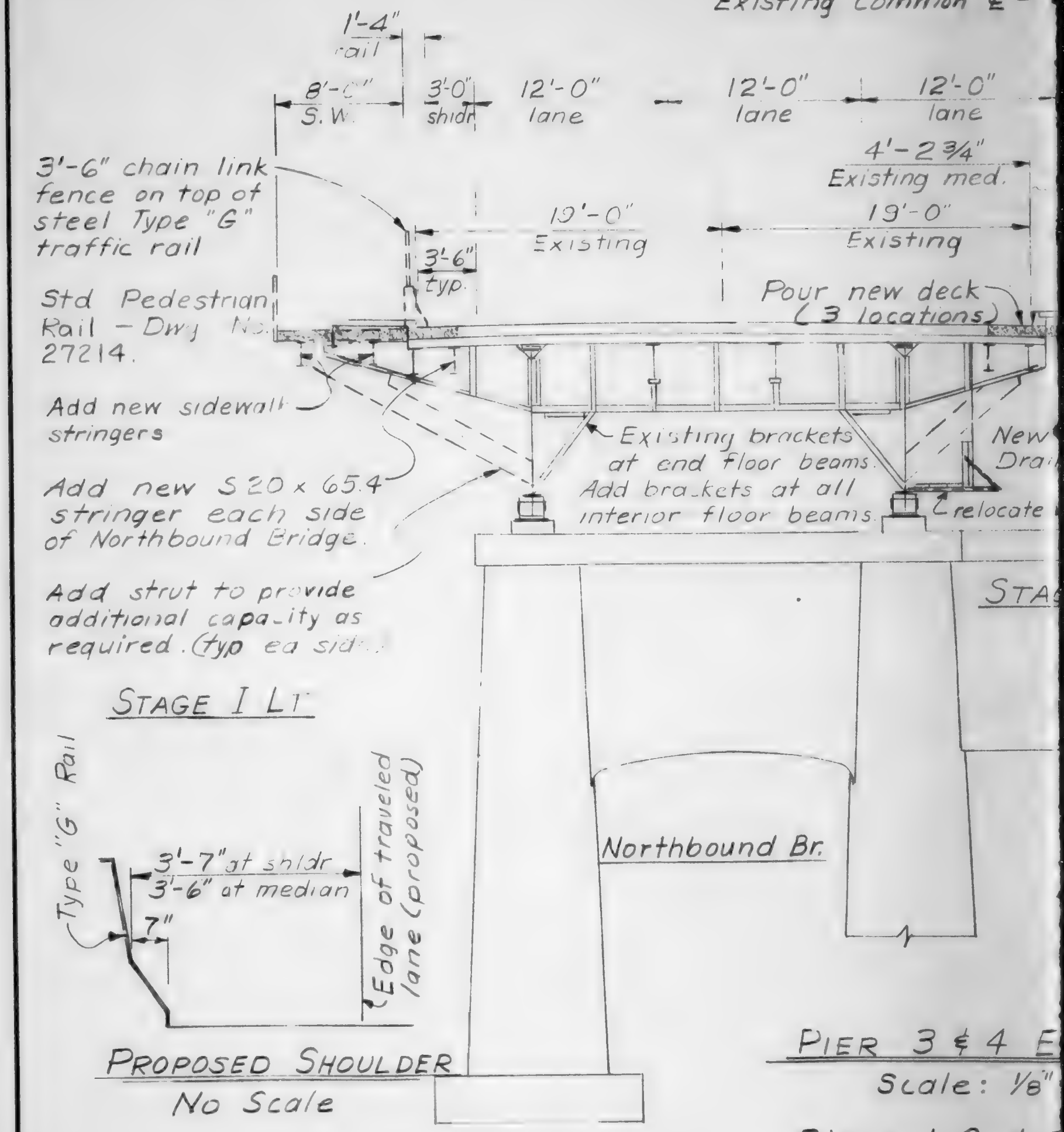
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH BRIDGE WIDENING

INTERSTATE BRIDGE — PACIFIC EAST U-XING
PACIFIC HIGHWAY I-5
MULTNOMAH COUNTY

PRELIMINARY PLAN & ELEVATION

DATE
BRIDGE NO.
SHEET ___ OF ___
DRAWING NO. 29960


Existing Common ℄ S
1'-4" rail
8'-0" S.W.
3'-0" shldr
12'-0" lane
12'-0" lane
12'-0" lane
4'-2 3/4" Existing med.
19'-0" Existing
19'-0" Existing
3'-6" chain link fence on top of steel Type "G" traffic rail
3'-6" typ.
Std Pedestrian Rail - Dwg No. 27214.
Pour new deck (3 locations)
Add new sidewalk stringers
Existing brackets at end floor beams.
Add brackets at all interior floor beams.
New Drai
relocate
Add new S20 x 65.4 stringer each side of Northbound Bridge.
Add strut to provide additional capacity as required. (typ ea side)
STAGE I LT
Type "G" Rail
3'-7" at shldr
3'-6" at median
7"
Edge of traveled lane (proposed)
PROPOSED SHOULDER
No Scale
Northbound Br.
STA
PIER 3 ℄ 4 E
Scale: 1/8"
Piers 1, 2, ℄ 5
for Southbound
Piers similar fo

N03859

S 3'-7 3/8" — Proposed Common ℄

4'-0" median | 4'-0" | 12'-0" lane | 12'-0" lane | 12'-0" lane | 3'-0" shldr. | 1'-6" rail

PROPOSED

1'-6"

19'-0" Existing | 20'-0" Existing | 7'-0"

2'-6"

Steel Type "G" median barrier

Steel Type "G" traffic rail

Add new girder and bracing as required. (Span 1 thru 6 only)

ew
rains

te walk

TAGE II

6'-3"

Add cantilever bracket (conc.) Post-tension as required. (Pier 1 thru 5 only)

STAGE I RT.

Southbound Bridge

ELEVATION

3/8" = 1'-0"

5 are similar
d Bridge All
for N.B Bridge.

ADVANCE PLANS
AUG 20 1974
DO NOT USE FOR CONSTRUCTION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
PROPOSED WIDENING AT PIER 3 & 4
PACIFIC HIGHWAY MULTNOMAH CO.

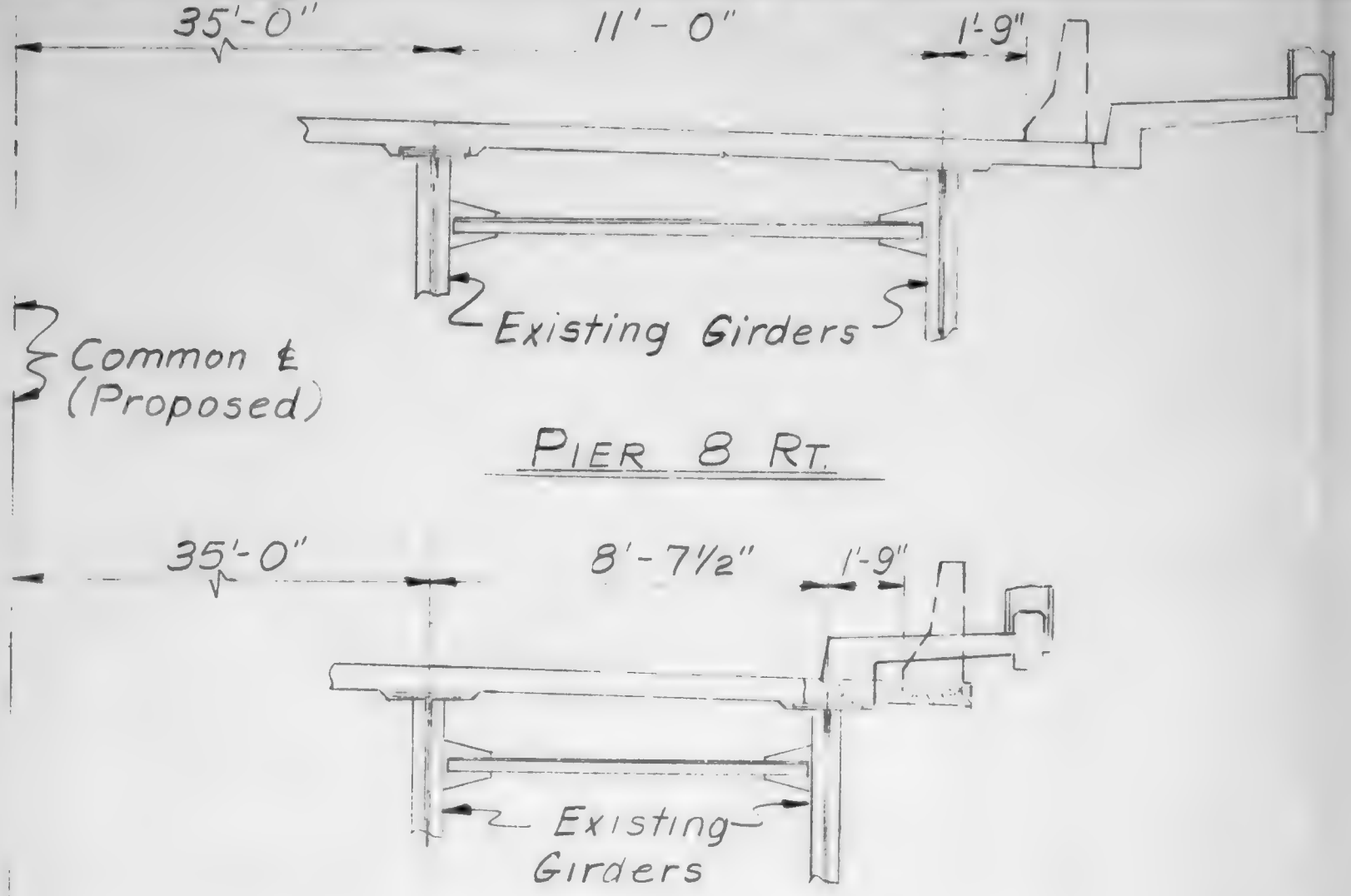
APPROVED:

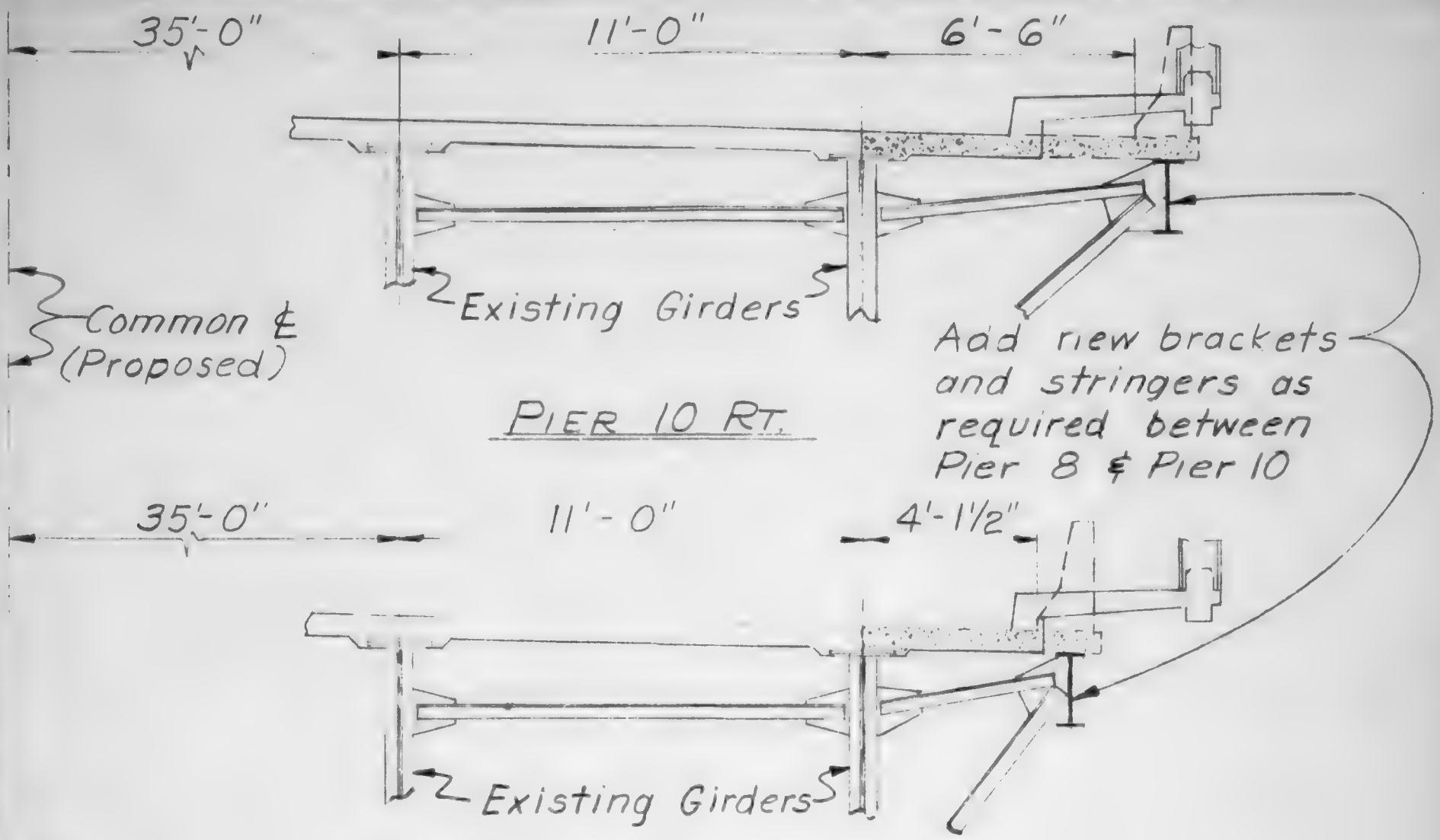
BRIDGE ENGINEER

DATE 7-18-74 BRIDGE NO. 1377D

DESIGNED

DRAWN RLM DRAWING NO. OS-1


35'-0"
11'-0"
1'-9"
Existing Girders
Common ℄
(Proposed)
PIER 8 RT.
35'-0"
8'-7½"
1'-9"
Existing
Girders
Common ℄
(Proposed)
PIER 7 RT
35'-0"
6'-3"
1'-9"
Steel Type "G"
Rail (typical)
New deck as
required. Lap
deck bars 1'-3"
Existing
Girders
PIER 6 RT



NOTE: PROPOSED CURB PARALLELS THE COMMON ℄ FROM NORTH ABUTMENT TO PIER 6. FROM PIER 6, THE CURB TURNS 1° 20'± TO THE RIGHT AND IS TANGENT TO PIER 10 SEE PIER 3 & 4 WIDENING FOR DETAILS NOT SHOWN.

ADVANCE PLANS
AUG 20 1974
DO NOT USE FOR CONSTRUC

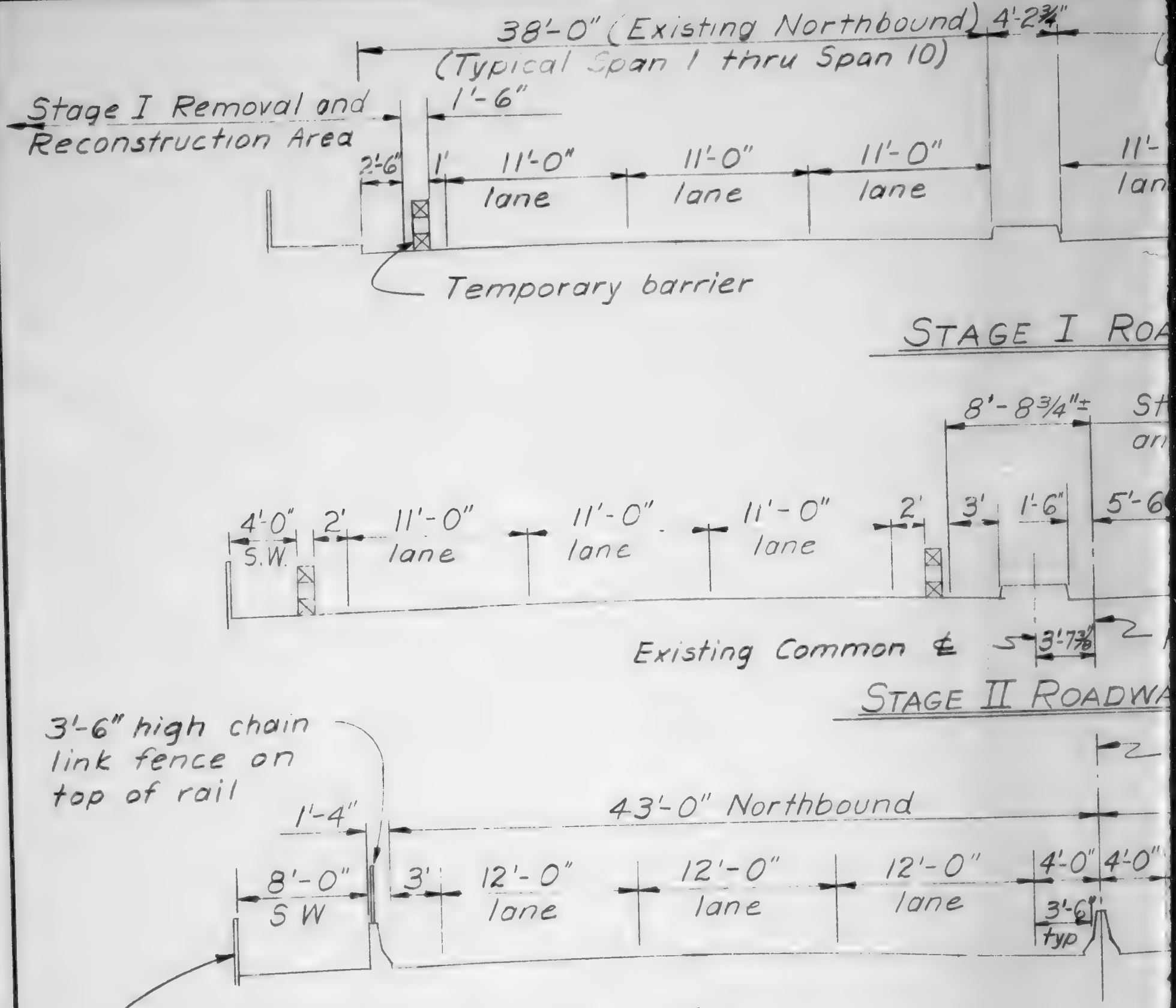
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

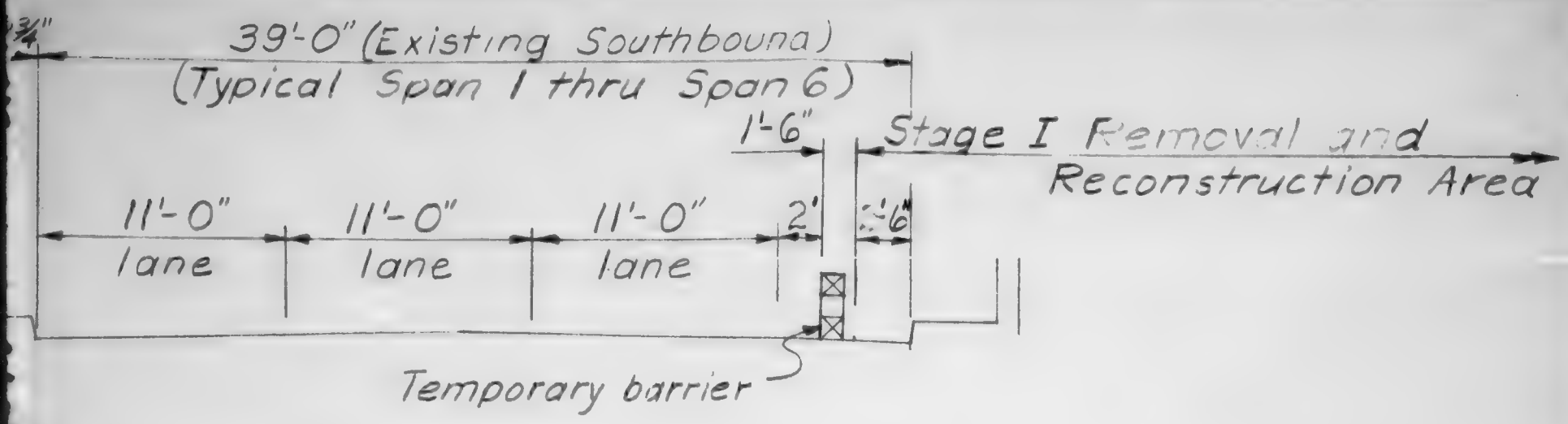
OREGON SLOUGH
PROPOSED CURB LINE AT PIER 6 RT.-10 RT.
PACIFIC HIGHWAY MULTNOMAH COUNTY

APPROVED:

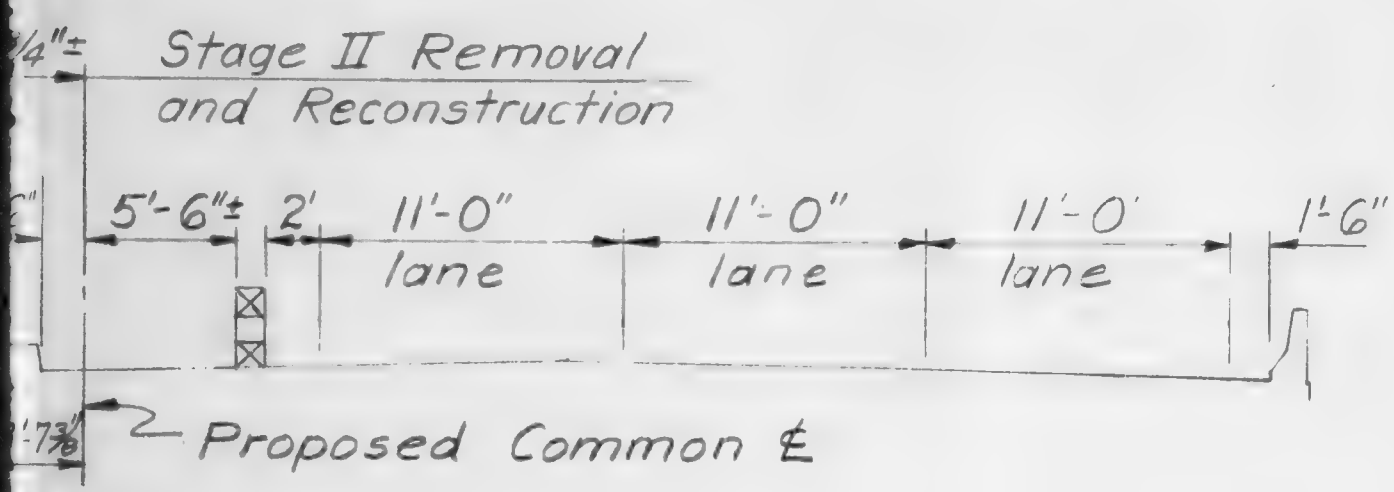
BRIDGE ENGINEER

DATE 7/22/74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO OS-2

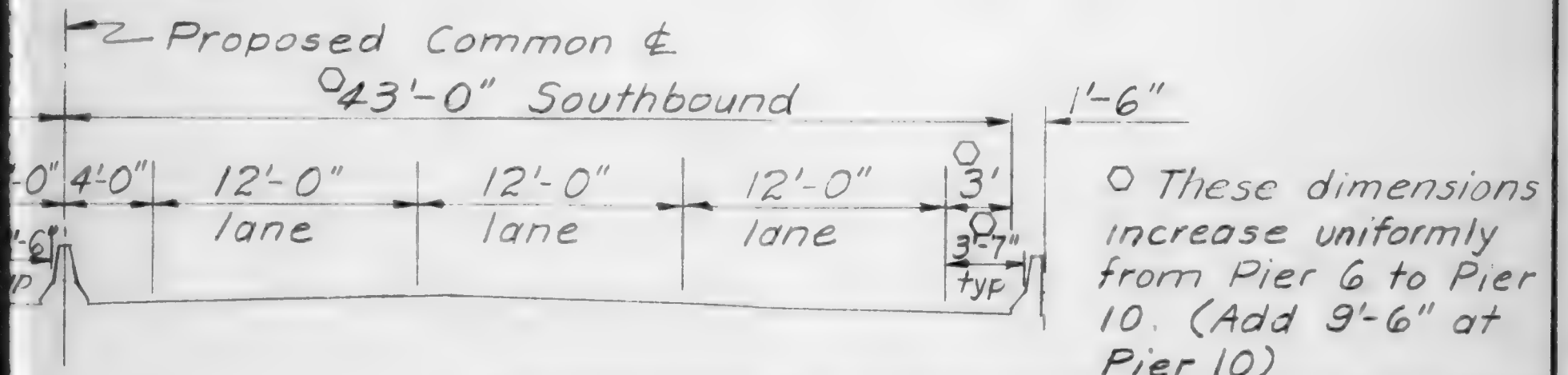

38'-0" (Existing Northbound)
(Typical Span 1 thru Span 10)
4'-2¾"
Stage I Removal and
Reconstruction Area
1'-6"
2'-6"
1'
11'-0"
lane
11'-0"
lane
11'-0"
lane
Temporary barrier
STAGE I ROA
8'-8¾"±
4'-0"
S.W.
2'
11'-0"
lane
11'-0"
lane
11'-0"
lane
2'
3'
1'-6"
5'-6
Existing Common ℄
3'-7⅞"
STAGE II ROADWA
3'-6" high chain
link fence on
top of rail
1'-4"
43'-0" Northbound
8'-0"
S W
3'
12'-0"
lane
12'-0"
lane
12'-0"
lane
4'-0"
4'-0"
3'-6"
typ
Standard Pedestrian Rail (Dwg.
No. 27214.) attached to edge
of deck
FINAL ROADW



I ROADWAY



OADWAY



ROADWAY

ADVANCE PLANS
AUG 20 1974
DO NOT USE FOR CONSTRUCTION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

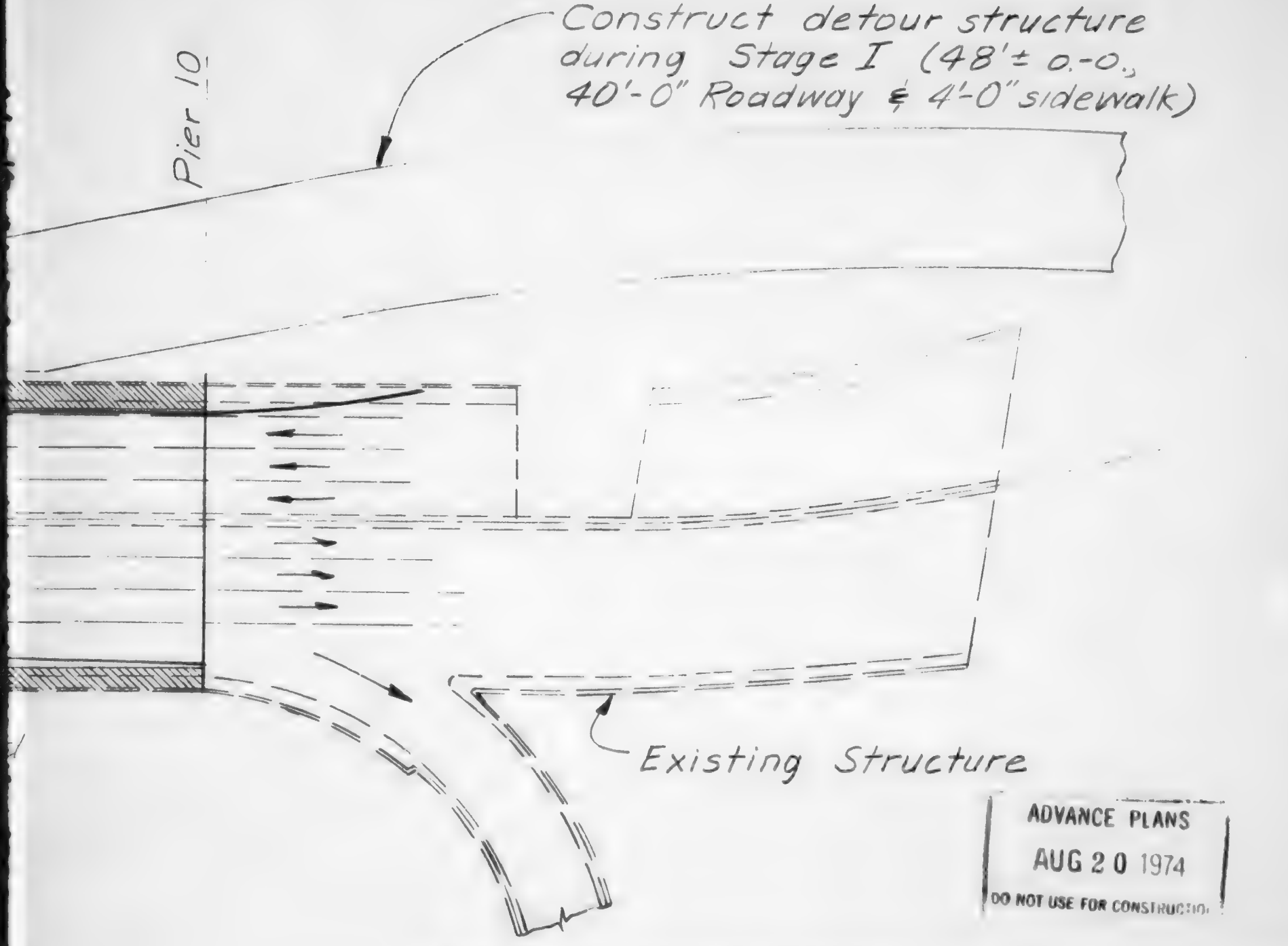
OREGON SLOUGH
PROPOSED ROADWAY — SPAN 1 TO 10
PACIFIC HIGHWAY MULTNOMAH COUNTY

APPROVED:

BRIDGE ENGINEER

DATE 7-25-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. OS-3

Pier 6
Pier 7
Pier 8
Pier 9
Temporary barriers.
Stage I removal and reconstruction work (Spans 1 thru 10)



ADVANCE PLANS
AUG 20 1974
DO NOT USE FOR CONSTRUCTION

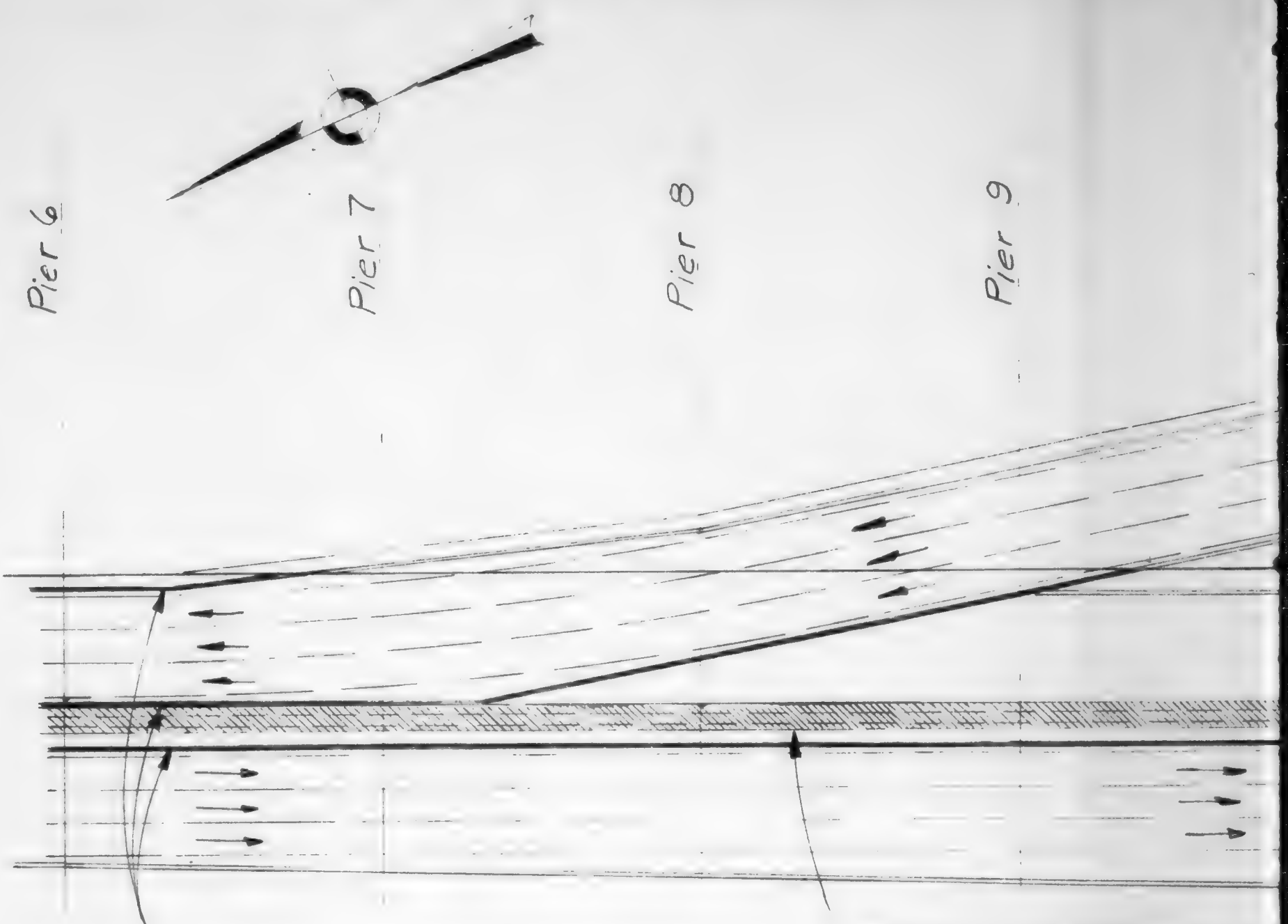
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
STAGE I TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

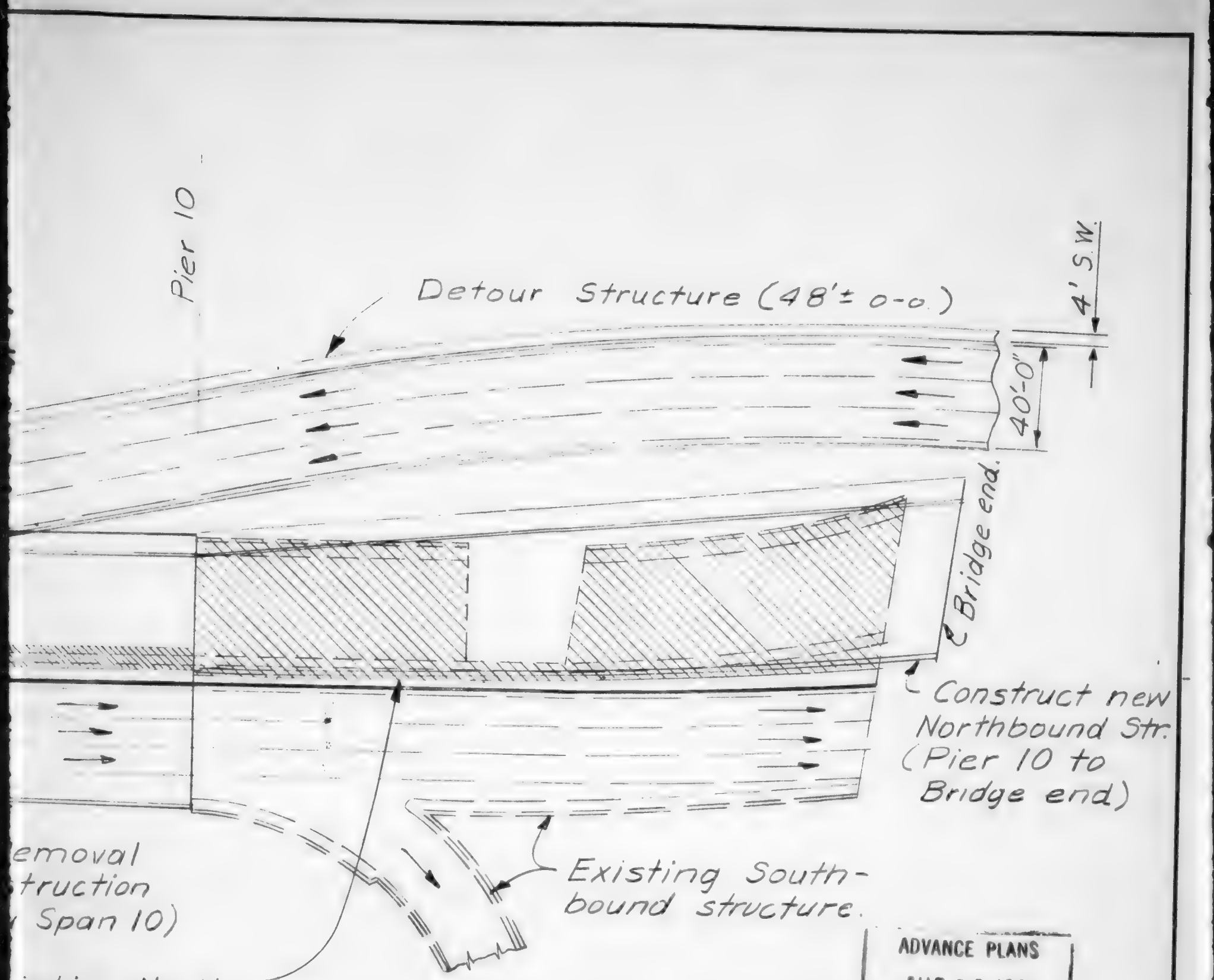
BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. OS-4



NOTE:
Grades and alignment for structure beyond Pier 10 to be determined after approval of Span 1-10 roadway sections.

PLAN
No Scale



ADVANCE PLANS
AUG 20 1974
DO NOT USE FOR CONSTRUCTION

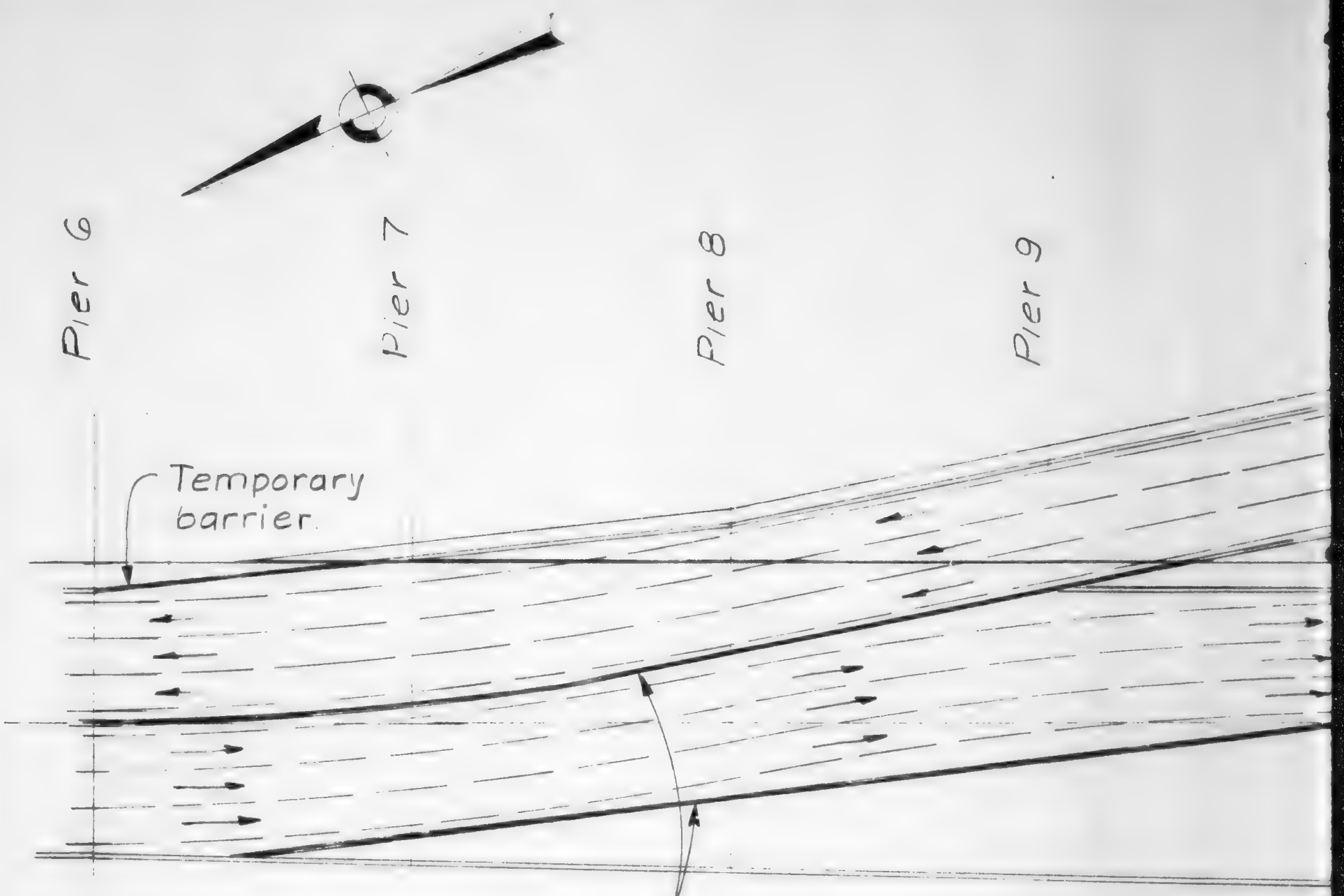
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
STAGE II TRAFFIC — SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. OS-5



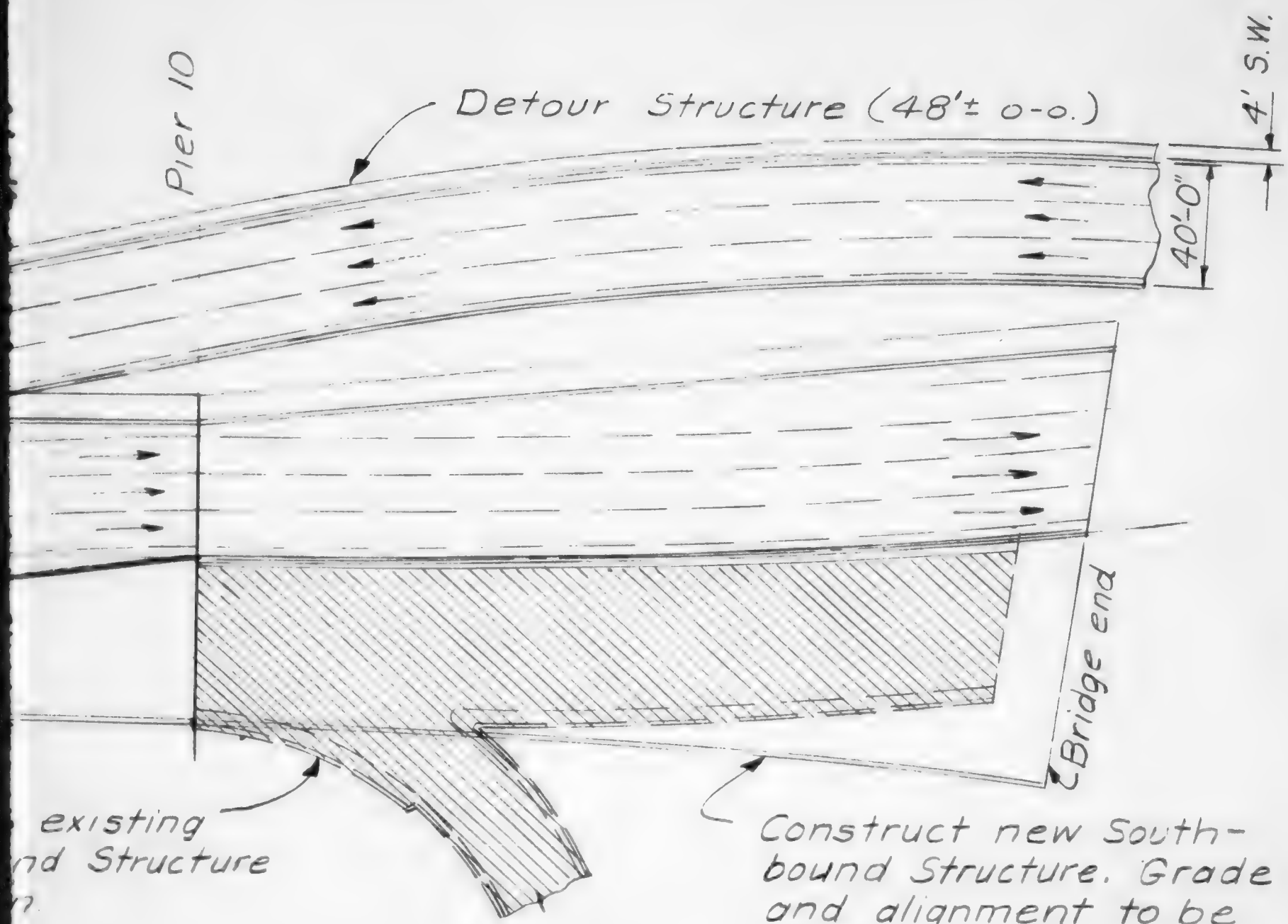
Remove existi
Southbound Stru
as shown.

NOTE:
After Southbound structure is completed beyond Pier 10, remove temporary barriers and install rails to allow final traffic pattern Remove detour structure.

PLAN
No Scale

DO N

C25 INC OSH.1 N0



ADVANCE PLANS
AUG 20 1974
DO NOT USE FOR CONSTRUCTION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

OREGON SLOUGH
STAGE III TRAFFIC – SOUTH END
PACIFIC HIGHWAY MULTNOMAH CO.

APPROVED:

BRIDGE ENGINEER

DATE 8-14-74 BRIDGE NO. 1377D
DESIGNED
DRAWN RLM DRAWING NO. OS-6

Salem, Oregon

June 25, 1974

R. N. Bothman, Metropolitan Engineer

J. H. Versteeg, Road Design Engineer

Interstate Bridge-
Pacific E. Undercrossing
Pacific Highway
Multnomah County

Attached are data covering a proposed revision to the Denver-Swift Interchange on the subject section. This proposal will remove the southbound off-ramp to Swift Boulevard and construct a new connection as shown on the plan. Vertical and horizontal alignment will be revised at the south end of the slough structure. The slough structure proper will be provided with revised median and handrail treatment as shown on the accompanying typical section. The plan sheet has notes to use as guides.

Please prepare the necessary field data so that plans can be drawn up and a contract let.

DNS:we
Attachment
cc: Gary A. Potter

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Traut

RECEIVED
JUN 25 1974
ROAD DESIGN SECTION

Required by
Required
Received
Dated
Rate
Bring
Other

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 21, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Union Avenue-Swift Road Interchange
Interstate Bridge-Pacific E. U'Xing
Pacific Highway
Multnomah County

Attached are two copies showing proposed revisions to the subject interchange. The plan entails removal of the southbound exit to Swift Blvd. and replacement as shown in yellow. We will also revise the vertical and horizontal alignment of the south end of the Slough Bridge and some minor changes to the Slough Bridge proper.

Plans could be ready for contracting by March, 1975.

6-24-74
OK Proceed to prepare for contract early in 75.
E&W

cc Quinn
Venstag
Hunt
Handt.

DNS:jh

Data sent to Metro for field work on interchange — this job will include safety, etc to Columbia Blvd.
A.D.

1
2
3
4 R. Olson Trout

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT [illegible]

Cole Reed
Eriksen Temple
Heger Watson

Return ☐ Forward ☐
Discuss ☐ File ☑ a copy

BY FINAL DESIGN ENGINEER

HAYDEN ISLAND INTCH

SLOUGH

0.5 MILES

"B" LINE

"B" LINE

OREGON

Remove

Remove

EXIST. RW

SWIFT HWY.

Union Ave.

Union CT.

Access restricted in use for public parking facility

N. Portland Rd.

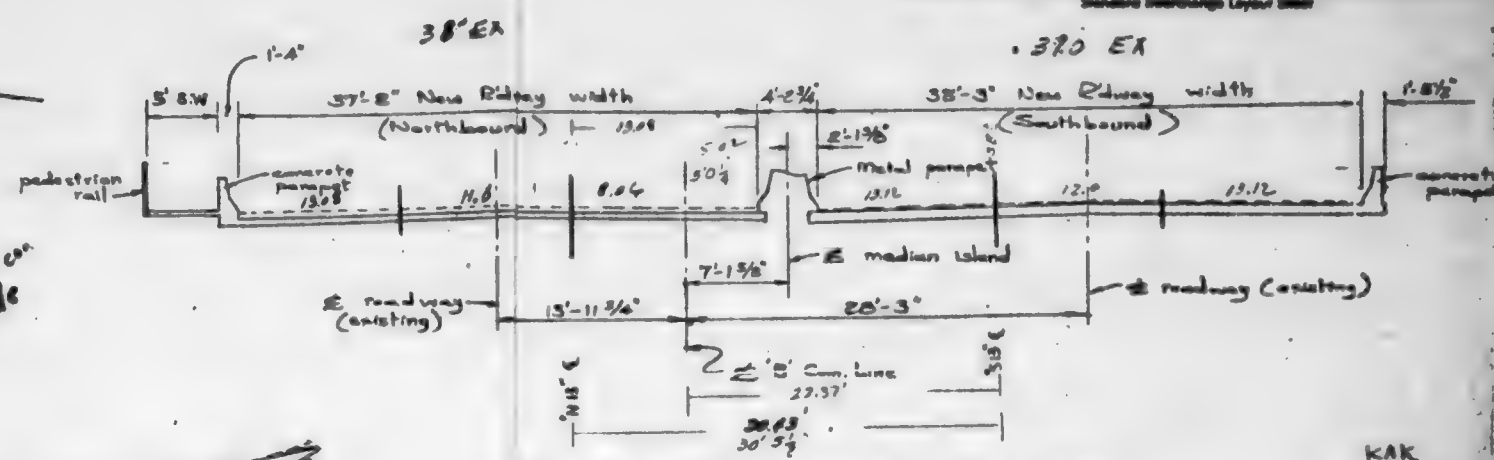
Interstate Rd.

1990 AM PK HR VOL.
(1990) PM PK HR VOL.

1990 A.D.T.
12-11-68

INTERSTATE BR.–PACIFIC HWY. SECT. PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

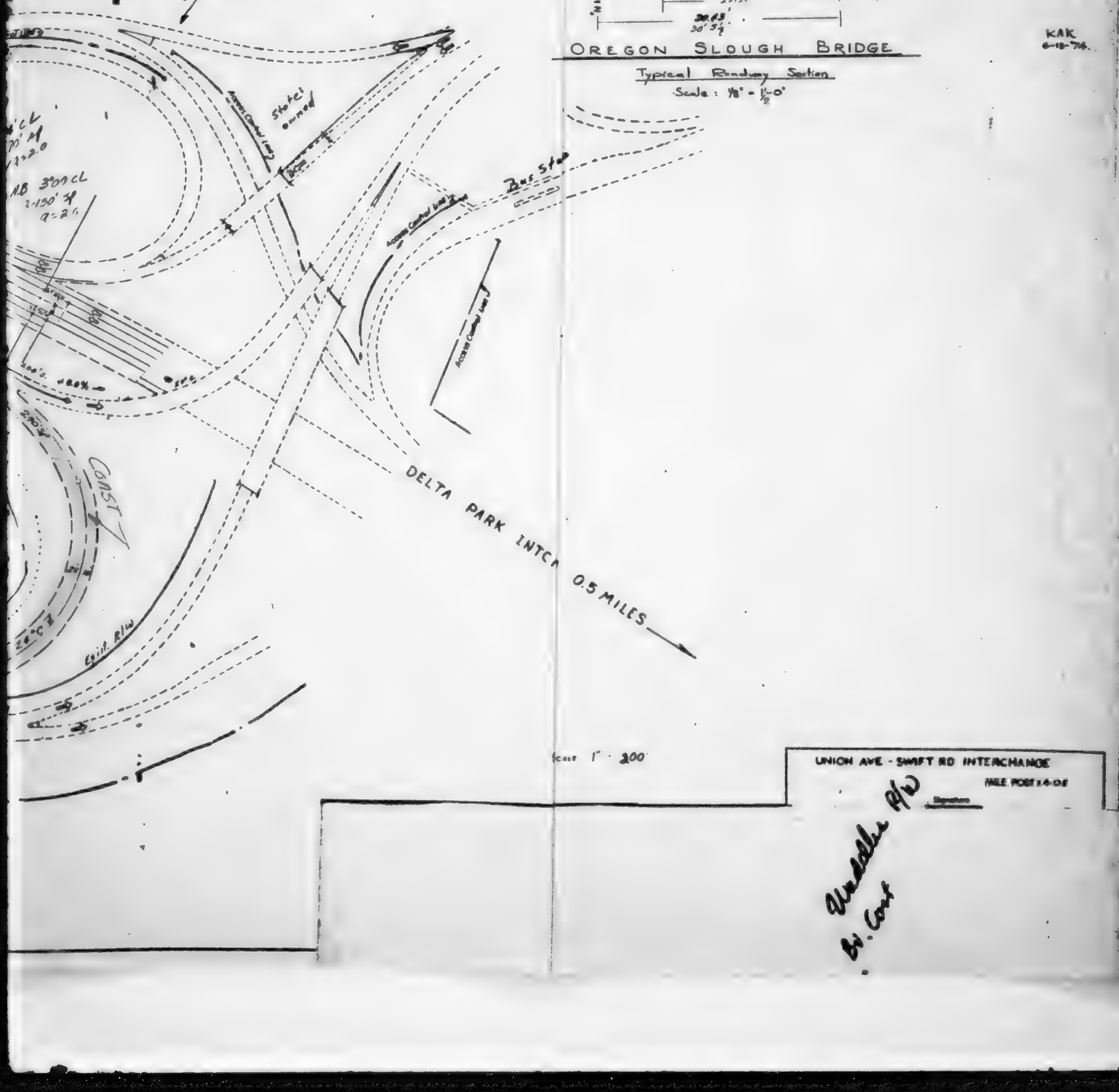


OREGON SLOUGH BRIDGE

Typical Roadway Section

Scale : ⅛" = 1'-0"

KAK
6-12-74.



Salem, Oregon

May 31, 1974

Adrian Olson
Road Design

E. S. Hunter
Assistant State Highway Engineer

Columbia Slough Bridge

Please proceed to bring the Columbia Slough Bridge project to contract, establish a realistic letting date and notify Larry Rulien so the project is shown in its proper location on the letting schedule.

The alternatives which we are to use is one involving widening of the existing Slough Bridge, adequate foundation protection for existing piers, an interchange revision as contemplated on our first plan, estimated to cost at 1972 prices about $2 1/2 or $3 million.

The maps supplied me for review are enclosed.

ESH:js
Enclosure

cc: F. B. Klaboe
A. E. Johnson
Walt Hart
L. W. Rulien
E. L. Hardt
R. N. Bothman

August 2, 1973

Commander (OAN)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Oregon Slough Bridge, Portland, Oregon
Bridge Permit 115-71
Amended 10/4/71
Time Extension, Br. 1377D

Your letter of July 26, 1973 acknowledged our request for a time extension for construction of the subject structure and states that the present bridge permit will remain valid until you receive our Environmental Impact Statement and issue a formal permit extension.

The EIS is being prepared by the Oregon State Highway Division and will be submitted to the Federal Highway Administration for approval. Approved copies will be forwarded to you in order that our request for a time extension may be formally acted upon.

Your input to the rough draft EIS will be solicited by us prior to issuance of the final EIS and approval by the FHWA.

Your cooperation by keeping the existing bridge permit in force during the interim is greatly appreciated. Thank you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:ag jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
R. N. Bothman w/att.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 518
26 July 1973

Oregon State Highway Division
Attn: Mr. E. S. Hunter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter of 18 July 1973 requesting an extension of commencement and completion times for the Amendment to Bridge Permit (115-71) has been received. The Amendment was granted for the widening of the existing Oregon State, Oregon Slough highway bridge at Mile 4.5 and requires start of construction by 4 October 1973 and completion by October 1975.

Before granting a time extension on current permits an Environmental Impact Statement or Negative Declaration under NEPA is necessary. Your original application for the permit amendment states the work will be funded by federal and state money. From this information it is assumed FHWA will prepare the necessary environmental statement which would be accepted by the Coast Guard. If EIS statements have not and will not be filed with FHWA, it is suggested that a conference would be appropriate at this time to explore the proper procedures and extent of coverage in the EIS.

Your timely request for the time extension will keep the permit alive until the required environmental statement is filed.

Sincerely,

R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

NOTED
R. W. ELLISON

RECEIVED
JUL 31 1973
BRIDGE DIVISION

7-30-73
Sent. P/D Ed

RECEIVED
JUL 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

July 18, 1973

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Oregon Slough Bridge, Portland, Oregon
I-5 Highway
Bridge Permit 115-71
As Amended October 4, 1971
Time Extension
Bridge No. 1377D

On October 4, 1971 the Coast Guard issued an amendment to Bridge Permit 115-71 for reconstruction of the Oregon Slough Bridge on Highway I-5 near Portland, Oregon. This permit requires that work begin prior to October 4, 1973.

Since issuance of the amended permit the traffic handling capabilities of the structure has been under review and the adequacy of the lane configuration is in question. It is believed that this matter will be resolved in the near future and that the formal steps necessary to allow commencement of construction can be completed in a timely manner.

These items cannot be completed in time to begin construction by October 4, 1973 and an extension of the specified commencement and completion times is required.

The Oregon State Highway Division hereby requests that the commencement and completion dates specified in Bridge Permit 115-71, as amended October 4, 1971, be extended two years.

If the review of traffic handling capabilities indicates a revised width of structure is necessary, an application for revised permit will be forwarded for approval.

Due to the time limit imposed by the existing permit, your prompt attention to this matter will be appreciated.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
R. N. Bothman

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 6, 1973

TO E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Reconstruction of the Oregon Slough Bridge
I-5
Br. No. 1377D
Coast Guard Bridge Permit Time Extension

We have an existing Coast Guard Bridge Permit for the reconstruction of the Oregon Slough Bridge on I-5.

The permit contains a clause stating that construction must begin by October 4, 1973. If the construction has not been started or a time extension granted by that date, the existing permit will expire. Application to the Coast Guard for an extension should be made about July 16.

It appears we will eventually have to ask for a revised permit due to the pending change in design. If the design question has been resolved and an environmental statement written by July 15, the request for a permit extension could be combined with the request for permit revision.

Is there any chance that we will have the general overall design features resolved by July 15 or should we plan to ask for an extension of the existing permit only?

RWE/ag

6-11-73
Walt
Ask for extension of existing permit. EEH

RECEIVED
JUN 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6-11-73
original to Walt
Hart

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20591
PHONE:

AMENDMENT TO BRIDGE PERMIT
(115-71)

4 October 1971

WHEREAS by a permit issued on 26 August 1954 as amended 11 March 1957, the Secretary of the Army approved the location and plans of a bridge to be reconstructed by the State of Oregon across Oregon Slough near Portland, Oregon, under authority of the General Bridge Act of 1946;

AND WHEREAS condition 4 of that permit provides that no deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Secretary of the Army;

AND WHEREAS the functions, powers and duties of the Secretary of the Army under the General Bridge Act of 1946 were transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and have been delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

AND WHEREAS - THE STATE OF OREGON - has submitted for approval plans for the modification of said bridge;

NOW THEREFORE, This is to certify that the location and plan sheets 1 and 2 (of 5) dated May 1971 and sheets 3, 4 and 5 dated June 1971 hereby approved supplement the plans previously approved and are subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of temporary obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to modification of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the modification of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken.

RECEIVED
OCT 6 1971
BRIDGE DIVISION

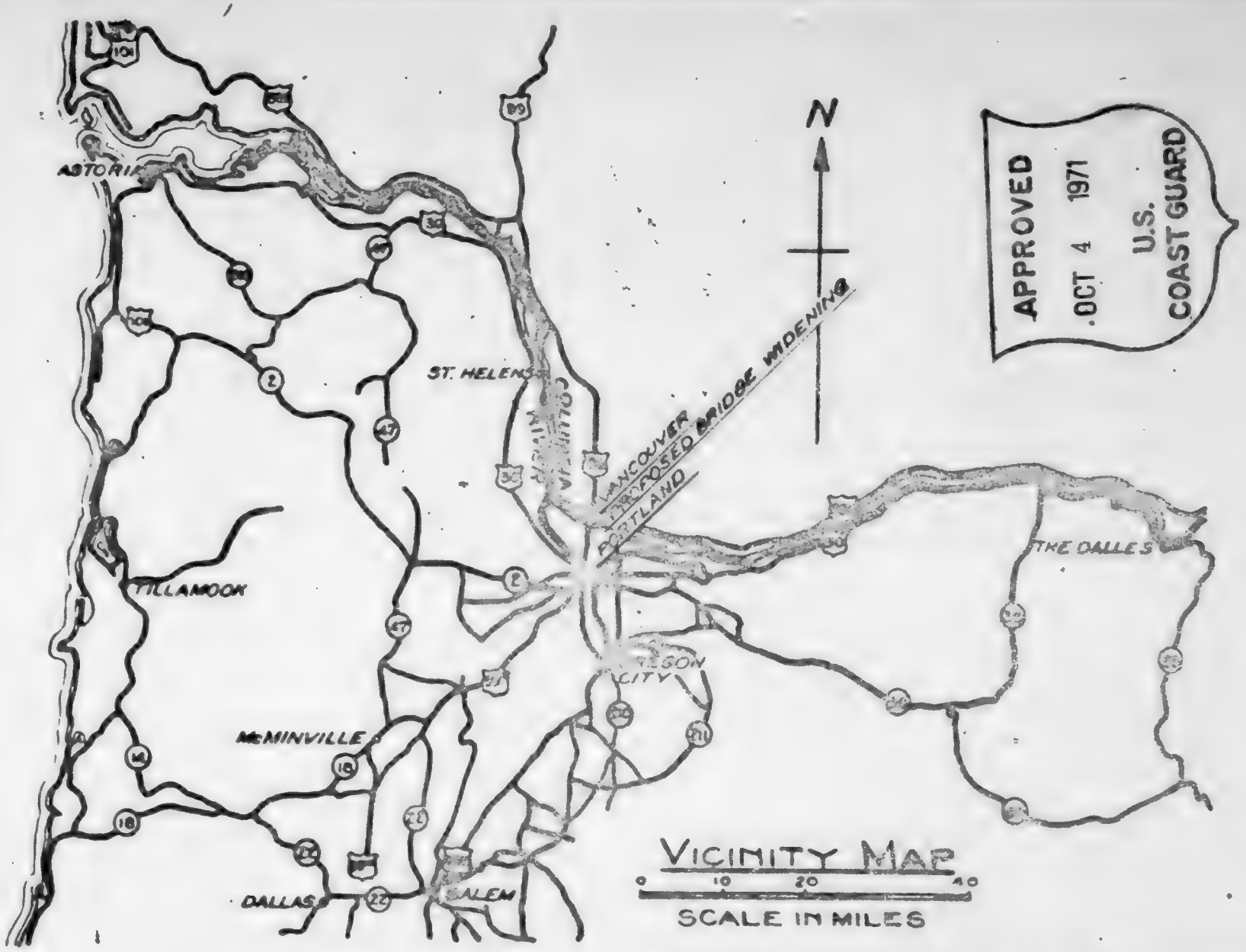
AMENDMENT TO
BRIDGE PERMIT: Bridge across Oregon Slough near Portland, Oregon
(115-71)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, modification or maintenance of said bridge.

4. The approval hereby granted shall cease and be null and void unless the actual modification of the bridge is commenced within 2 years and completed within 4 years after the date of this amendment.

P. A. YOST
Commander, U. S. Coast Guard
Chief, Bridge Division

RECEIVED
OCT 6 1971
BRIDGE DIVISION



RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH Co.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAY, 1971 SHEET 1 OF 5

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

If the review of traffic handling capabilities indicates a revised width of structure is necessary, an application for revised permit will be forwarded for approval.

Due to the time limit imposed by the existing permit, your prompt attention to this matter will be appreciated.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:dh jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
R. N. Bothman

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 6, 1973

TO E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Reconstruction of the Oregon Slough Bridge
I-5
Br. No. 1377D
Coast Guard Bridge Permit Time Extension

We have an existing Coast Guard Bridge Permit for the reconstruction of the Oregon Slough Bridge on I-5.

The permit contains a clause stating that construction must begin by October 4, 1973. If the construction has not been started or a time extension granted by that date, the existing permit will expire. Application to the Coast Guard for an extension should be made about July 16.

It appears we will eventually have to ask for a revised permit due to the pending change in design. If the design question has been resolved and an environmental statement written by July 15, the request for a permit extension could be combined with the request for permit revision.

Is there any chance that we will have the general overall design features resolved by July 15 or should we plan to ask for an extension of the existing permit only?

RWE/ag

6-11-73
original to Walt
Hart

6-11-73
Walt
Ask for extension of existing permit. ESH

RECEIVED
JUN 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

AMENDMENT TO
BRIDGE PERMIT: Bridge across Oregon Slough near Portland, Oregon
(115-71)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, modification or maintenance of said bridge.

4. The approval hereby granted shall cease and be null and void unless the actual modification of the bridge is commenced within 2 years and completed within 4 years after the date of this amendment.

P. A. YOST
Commander, U. S. Coast Guard
Chief, Bridge Division

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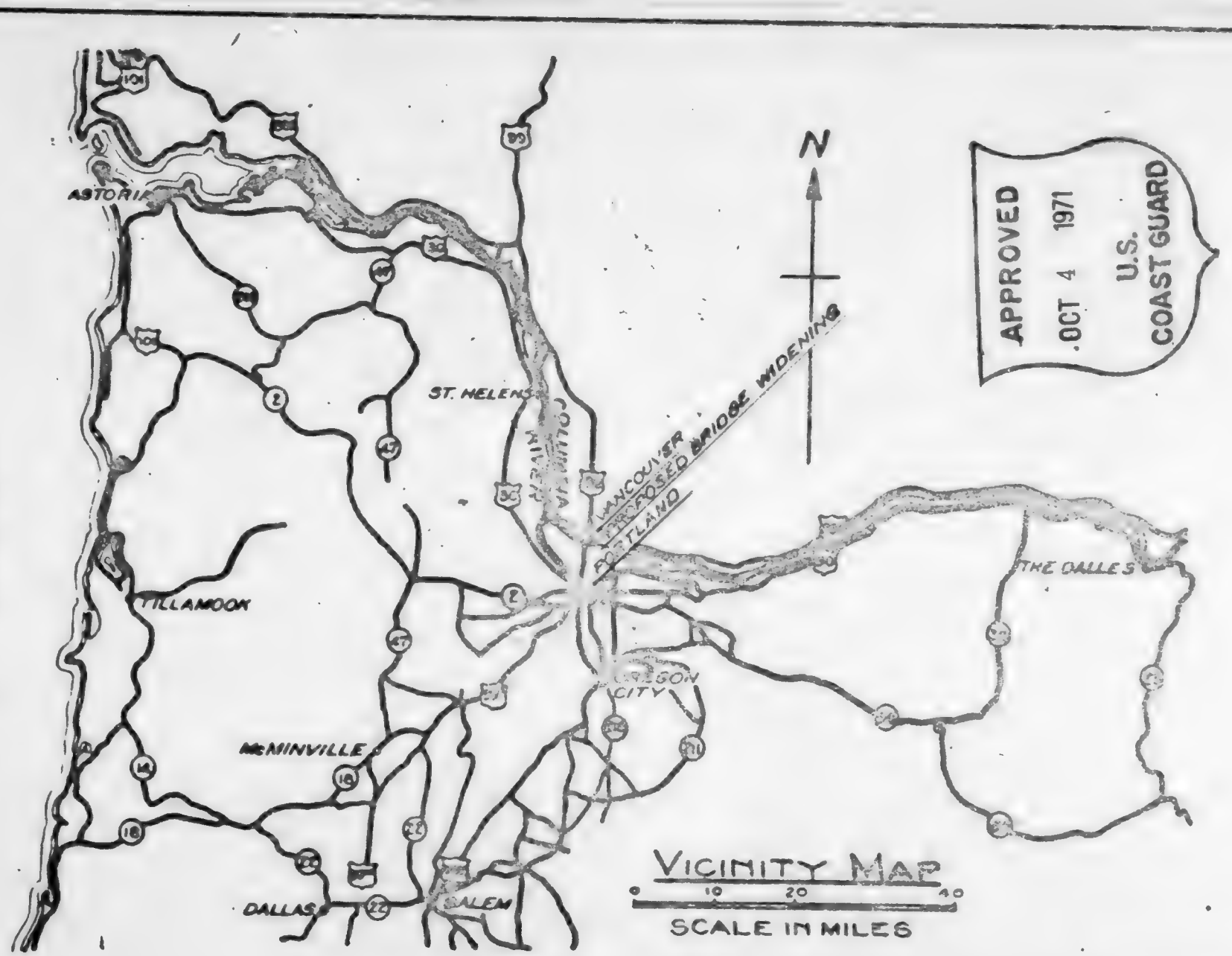
OCT 6 1971
BRIDGE DIVISION



RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAY, 1971 SHEET 1 OF 5

RECEIVED
OCT 6 1971
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20591
PHONE:

AMENDMENT TO BRIDGE PERMIT
(115-71)

4 October 1971

WHEREAS by a permit issued on 26 August 1954 as amended 11 March 1957, the Secretary of the Army approved the location and plans of a bridge to be reconstructed by the State of Oregon across Oregon Slough near Portland, Oregon, under authority of the General Bridge Act of 1946;

AND WHEREAS condition 4 of that permit provides that no deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Secretary of the Army;

AND WHEREAS the functions, powers and duties of the Secretary of the Army under the General Bridge Act of 1946 were transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and have been delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations;

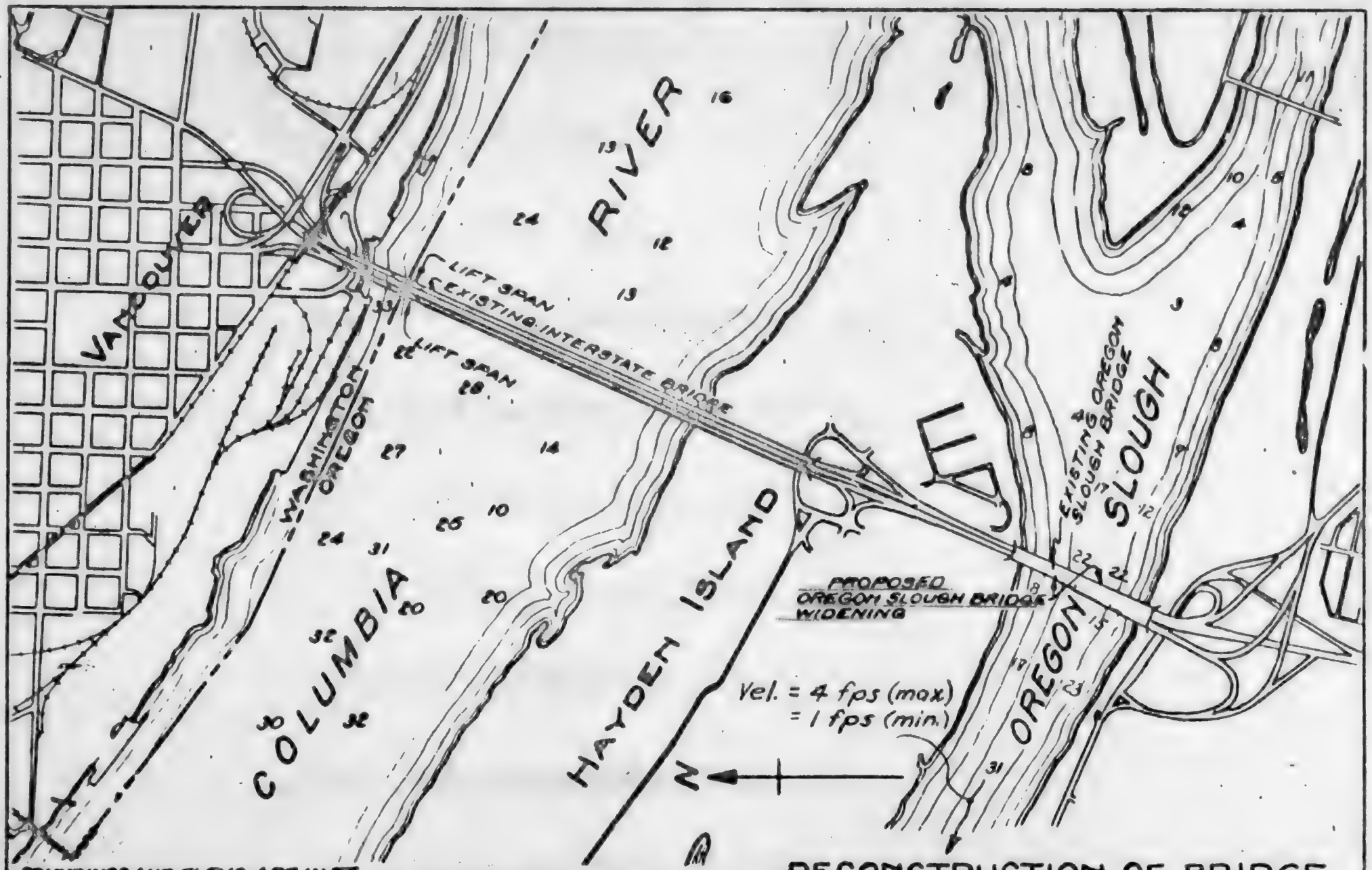
AND WHEREAS - THE STATE OF OREGON - has submitted for approval plans for the modification of said bridge;

NOW THEREFORE, This is to certify that the location and plan sheets 1 and 2 (of 5) dated May 1971 and sheets 3, 4 and 5 dated June 1971 hereby approved supplement the plans previously approved and are subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of temporary obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to modification of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the modification of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken.

RECEIVED
OCT 6 1971
BRIDGE DIVISION



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1947 ADJUSTMENT. LOW WATER 1.82 FT. ABOVE M.S.L.
MILES ABOVE MOUTH - 104.6

LOCATION MAP

0 500 1000 2000

SCALE IN FEET

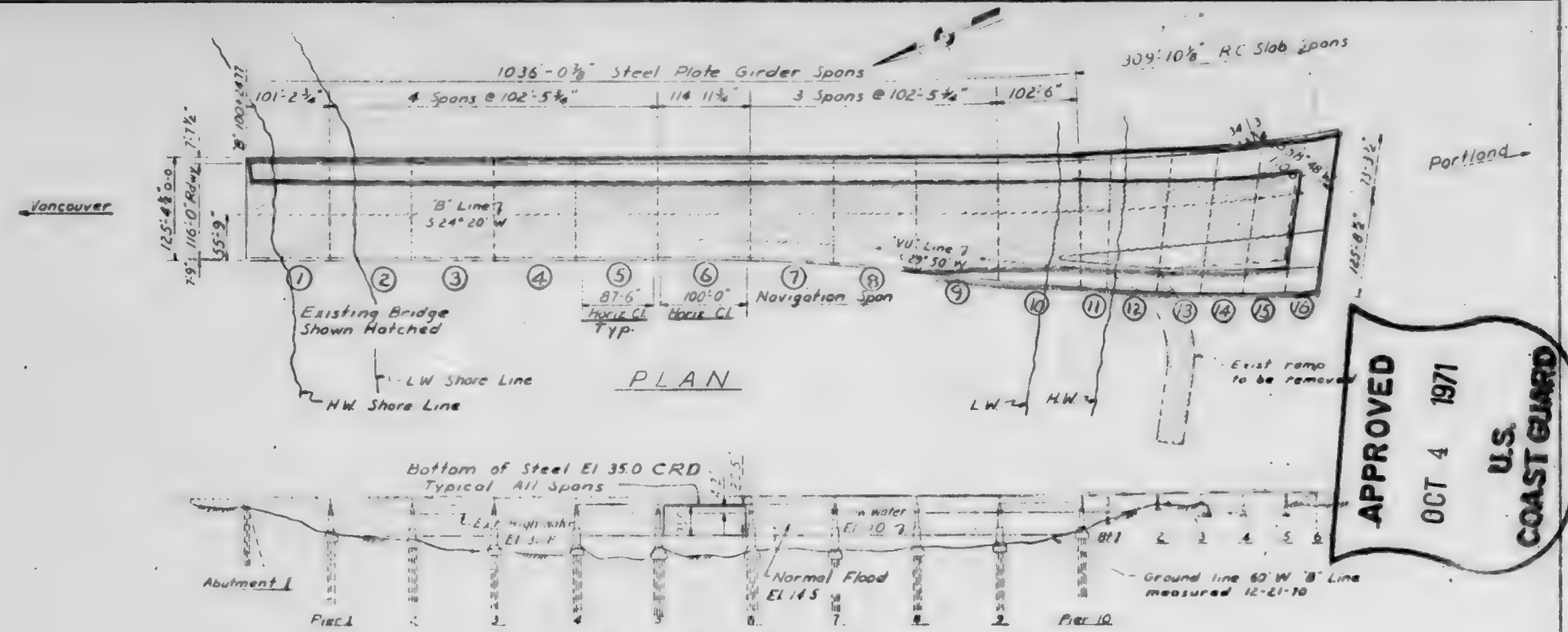
APPROVED
OCT 4 1971
U.S. COAST GUARD

RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAY, 1971

SHEET 2 OF 5

RECEIVED
OCT 6 1971
BRIDGE DIVISION



APPROVED
OCT 4 1971
U.S. COAST GUARD

RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAY, 1971 SHEET 3 OF 5

Revised June 1971

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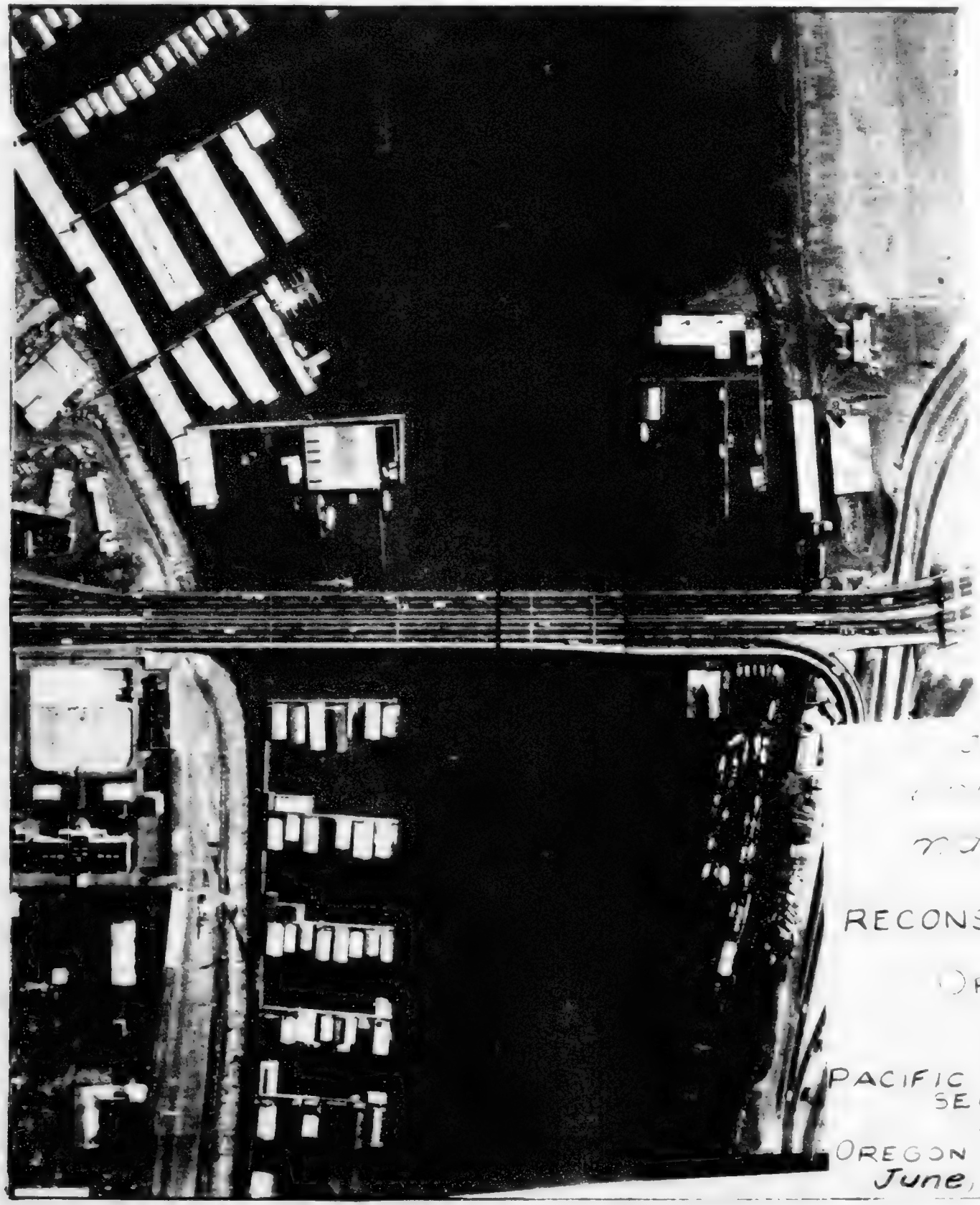
OCT 6 1971
BRIDGE DIVISION

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END OF RETAKE

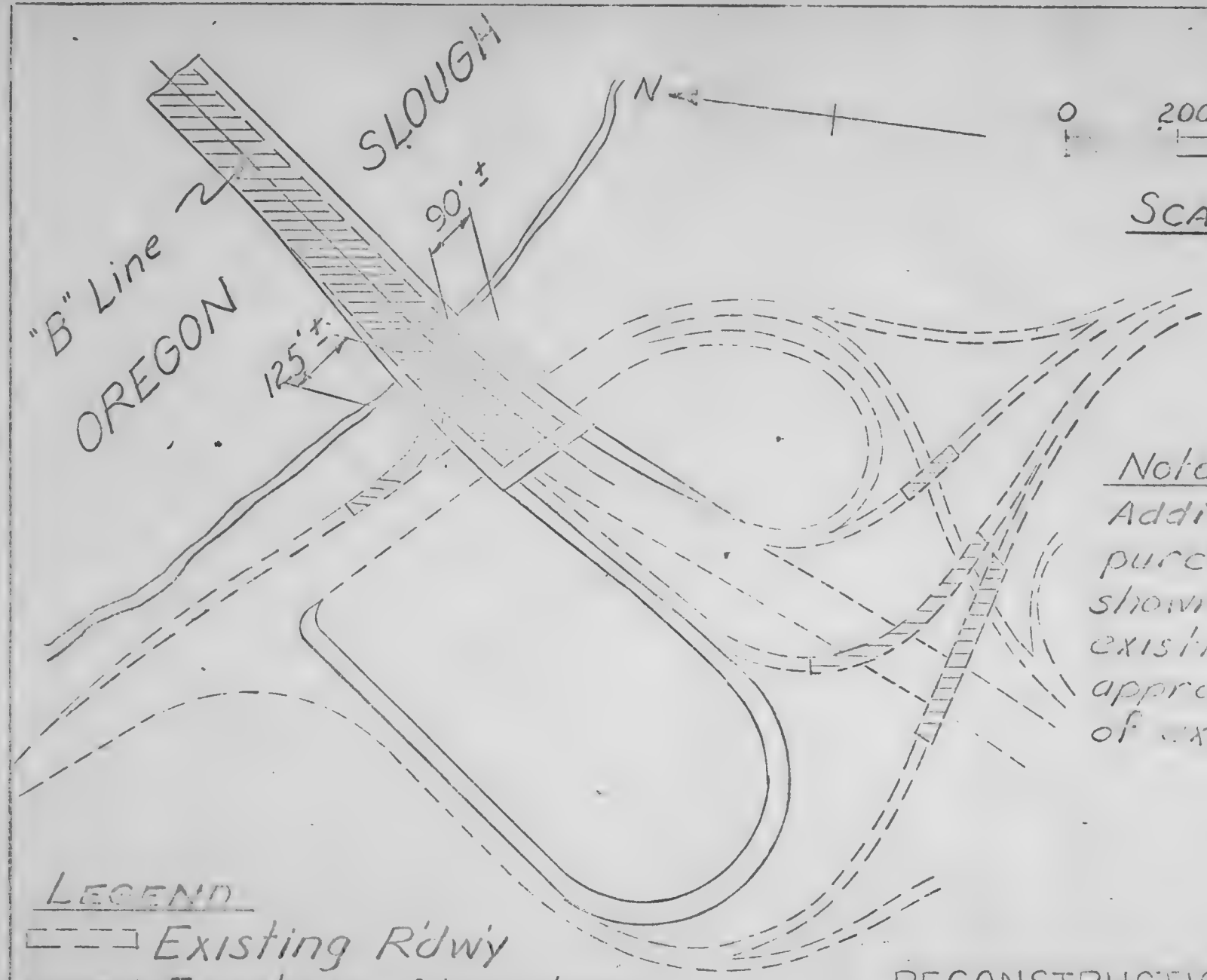


APPROVED
OCT 4 1971
U.S.
COAST GUARD

NEW SPAN IS
AT THE EXISTING
GRADE AND EXISTING
MARINE INSTALLATIONS

RECONSTRUCTION OF BRIDGE
OVER
OREGON SLOUGH
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO
SEC 34 - T2N - R1E - WM
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
June, 1971 SHEET 4 OF 5

RECEIVED
OCT 0 1971
COLLEGE DIVISION



Note
Additional R/W purchases are as shown adjacent to existing bridge, approx. 50'E & 10'W of exist. R/W.

APPROVED
OCT 4 1971
U.S. COAST GUARD

LEGEND
- Existing R'dw'y
- Existing Structure
- New Construction
- New Right of Way

SOUTH INTERCHANGE

RECONSTRUCTION OF BRIDGE
OVER
OREGON SLOUGH
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
June, 1971

SHEET 5 OF 5

RECEIVED
OCT 6 1971
BRIDGE DIVISION

RECEIVED
AUG 10 1971
FOR FILING

Encl
Ltr
Rec'd

August 10, 1971

Mr. L. B. Day, Field Representative
Pacific Northwest Region
U. S. Department of the Interior
Post Office Box 3621
Portland, OR 97208

Dear Mr. Day:

Re: Public Notice USCG-71-N-11
I-5 Bridge over Oregon Slough
Oregon State Highway Division

This is in response to your July 22, 1971, letter to the Commander, 13th Coast Guard District, concerning your objections to the proposed modification of the subject structure.

The contract specifications for the project will contain provisions to protect the fish resources within the construction area. The standard specifications used on all State construction projects contain the following:

(a) "Protection of Fish and Shell Fish": Release of petroleum products or chemicals in the water, disturbance of spawning beds, obstruction of stream channels and silting or sedimentation of the water is to be avoided.

(b) "Water and Air Pollution Control": The contractor shall exercise every reasonable precaution to prevent, control or abate siltation, sedimentation and pollution of all water in the state.

The special provisions for the subject project will contain the following:

(a) All excavation for new piers will be within cofferdams.

(b) Disposal of excavated material in the river will not be permitted.

The above specifications will prevent damage to fish resources as outlined in Items 1 and 3 of the Bureau of Sport Fisheries and Wildlife Memorandum dated July 16, 1971. Item No. 2 objected to treated timber piling in the water. It is planned to use only untreated timber or concrete piling for these piers in the water.

We hope this provides the assurances you require.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc Commander (Oan)
Thirteenth Coast Guard District

bcc R. L. Porter
Tom Edwards
I. D. Merchant

RJW:ag ms

RECEIVED
JUL 1 5 1971
FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

Cone 1
1111
1 of 1

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. Johnson

July 15, 1971

U. S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

RECEIVED
JUL 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Attention: A. C. Pearce, Captain

Dear Sir:

Proposed Modification
Oregon Slough Bridge
Interstate Hwy. I-5

Your letter of July 8, 1971, indicates July 30, 1971 to be the closing date for submission of comments by others on the Oregon State Highway Division's application to modify the I-5 Highway Bridge over Oregon Slough (Public Notice No. 71-N-11) and requests the Division's statement on environmental issues as required by both Section 4 (f) of the Department of Transportation Act and Section 102 (2) (c) of the National Environmental Policy Act of 1969. The modifications of this structure does not affect a public park, recreational area, wild life or water fowl refuge or historic site; thus there is no involvement with Section 4 (f) of the Department of Transportation Act.

With regard to the National Environmental Policy Act of 1969, the effect of this structure modification on the quality of the human environment will not be significant. This modification, which is a small part of the overall improvement of a section of the interstate highway, will contribute to the mobility of the traveling public. It will not generate vehicular traffic but as a part of the overall project will allow improved and more uniform flow of traffic on the interstate highway. It will have no effect on river traffic since existing clearances will be maintained.

The modification will have no significant effect on water, air or noise pollution, have no aesthetic or visual effect, will not affect areas of unique interest or scenic beauty, and will not disturb the ecological balance of the area. Wild life breeding, nesting or feeding grounds are not involved.

Specifications included in the construction contract will require that the contractor adhere to the regulations of the State Department of Environmental Quality regarding air and water pollution.

The withdrawal of two small portions of private land on the south shore (approximately 50 ft. x 150 ft. on the east and 40 ft. x 80 ft. on the west) will commit the property to this project and preclude other uses including taxation as private property. No persons will be displaced by acquisition of this property. The property on the east contains a sign which can be relocated. The property on the west contains a crane which is used to haul small boats in and out of the water. Acquisition of this parcel will involve purchase of that portion of the business associated with this movement of boats.

The alternate to this proposed modification is to do nothing. This would leave a bottleneck in the overall highway improvement project causing traffic congestion and confusion and create hazardous traffic conditions.

In view of the above it is concluded that implementation of the proposed modification will have no significant effect on the quality of the human environment.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RWE/ag

cc: A. E. Johnson

RECEIVED
FOR
Gen
Rec
Par E

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 497
25 JUN 1971

In reply refer to
Proposed modification existing
fixed highway bridge which
carries Interstate Highway (I-5
Over Oregon Slough
Near Portland, Oregon

NOTED
A. E. JOHNSON

PUBLIC NOTICE NO. 71-N-11

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from Oregon State Highway Department, for a permit to modify the existing fixed highway bridge which carries Interstate Highway (I-5) over Oregon Slough, near Portland, Oregon. Additional information may be obtained by contacting Mr. Ivan Merchant, Bridge Engineer, Oregon State Highway Division, Highway Building, Salem, Oregon 97310.

WATERWAY AND LOCATION

Oregon Slough, a portion of the Columbia River, South of Hayden Island, near Portland, Oregon.

CHARACTER OF WORK

Oregon State Highway Division has an existing fixed highway bridge over Oregon Slouth. This application proposes to modify the existing bridge by increasing the width of the structure and other modifications to the approaches on each end.

The new work will not change the height or width of the navigation opening which is and will remain:

Horizontal through principal span	-------	100 feet clear
Vertical through principal span	-------	35 ft. at Low Water E1.1.82 MSL (E1. 0.00 Columbia River Datum)
		4.2 ft. at High Water E1. 32.62 MSL (E1. 30.8 Columbia River Datum

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Drawings showing the proposed modification are attached and also show the anticipated heights of less severe floods.

RECEIVED
JUN 30 1971
BRIDGE DIVISION

25 JUN 1971

Public Notice No. 71-N-11
Bridges

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for modification of the bridge will be granted, rests upon the effect of the bridge on navigation, environment, etc. Other pertinent facts such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc. will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of the navigation clearances, and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attention: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 30 July 1971.

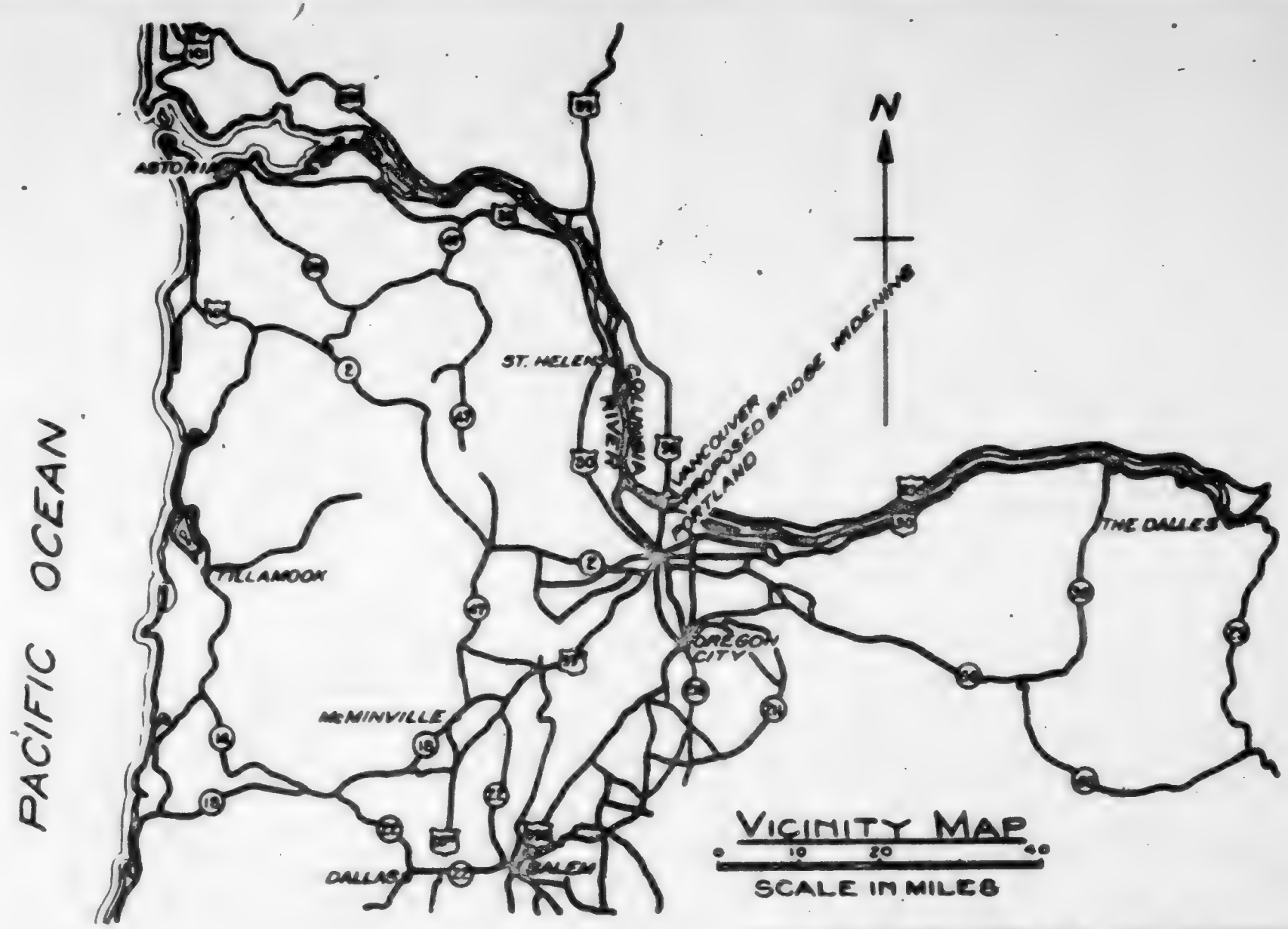
Plans of the bridge are attached hereto.

This Notice consists of 2 pages and 5 drawings.

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl. (1) 5 drawings

RECEIVED
JUN 30 1971
BRIDGE DIVISION



VICINITY MAP

0 10 20

SCALE IN MILES

RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAY, 1971

SHEET 1 OF 5

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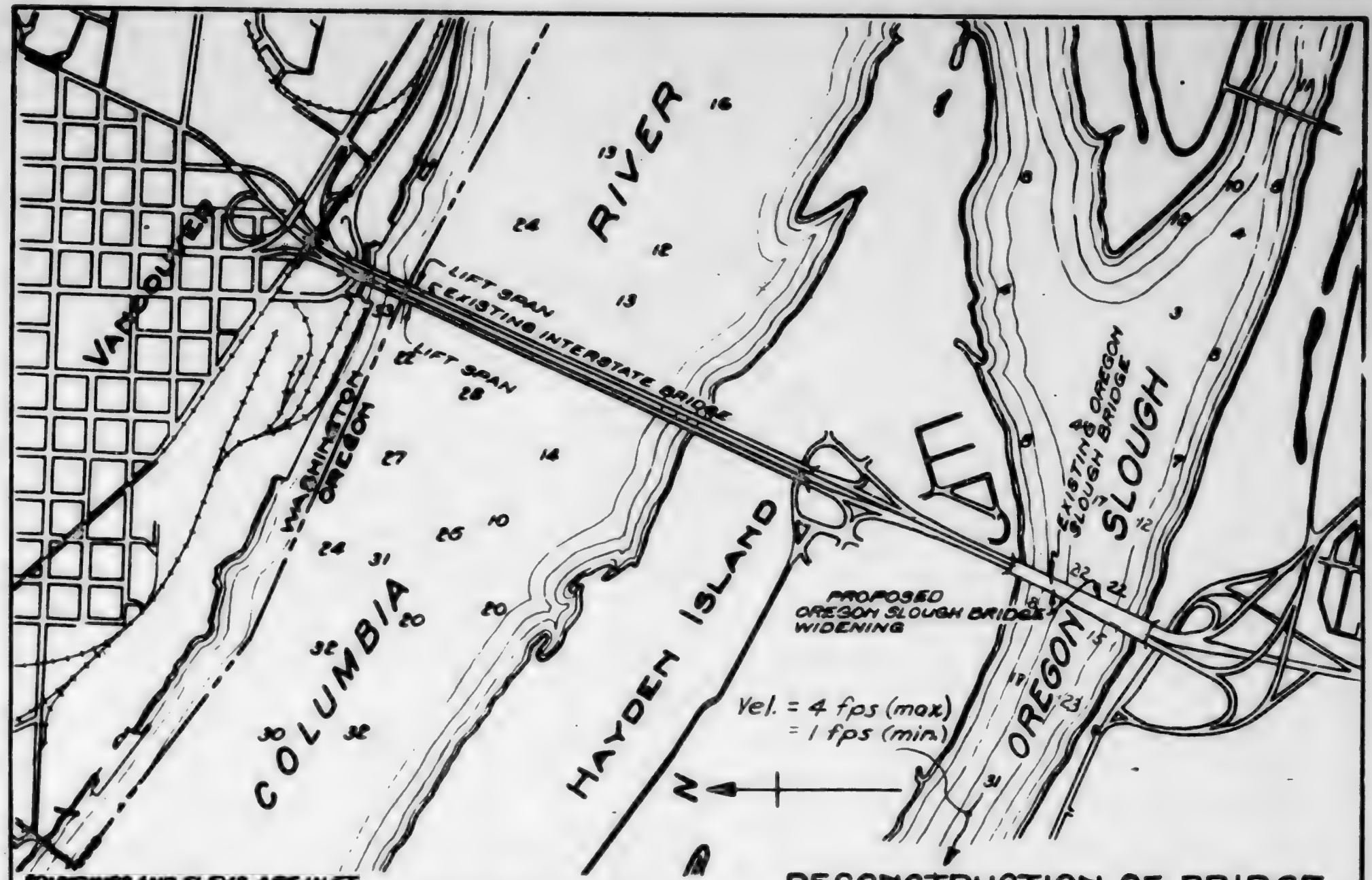
JUN 30 1971
BRIDGE DIVISION



SOUNDINGS AND ELEVS. ARE IN FT. AND REFER TO COLUMBIA RIVER DATUM, 1947 ADJUSTMENT. LOW WATER 1.82 FT. ABOVE M.S.L. MILES ABOVE MOUTH - 104.5

LOCATION MAP

0 500 1000 2000

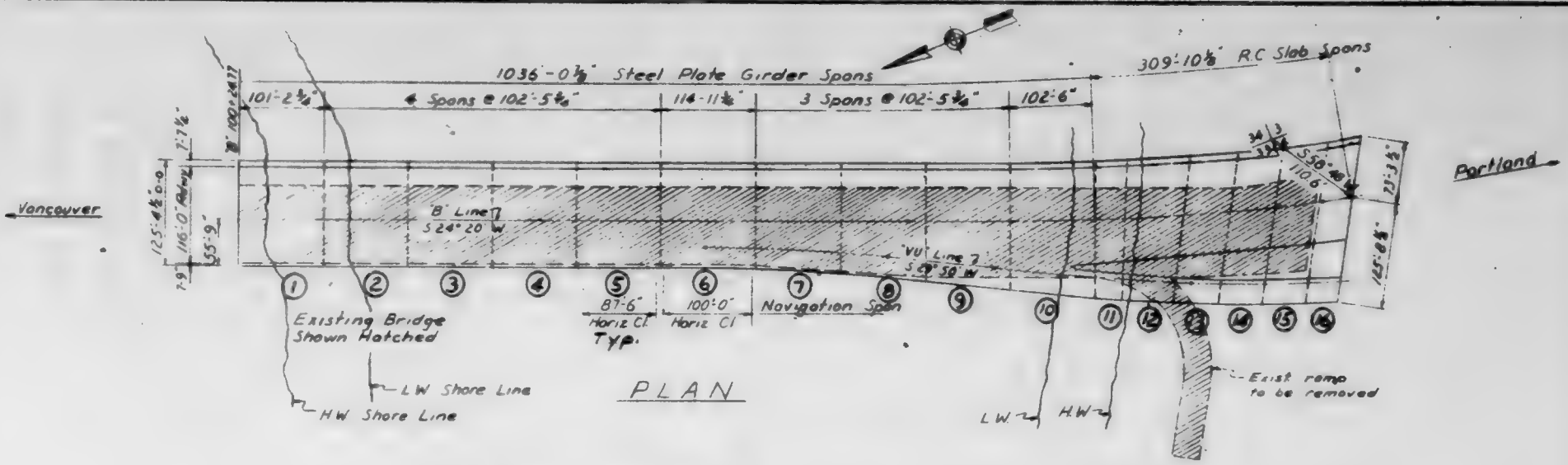
SCALE IN FEET

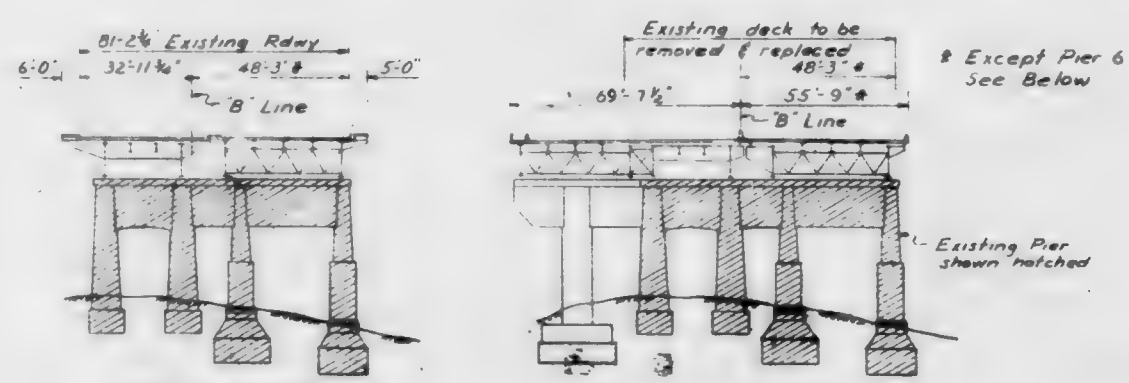
RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAY, 1971

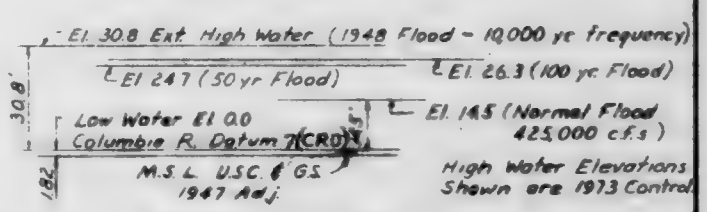
SHEET 2 OF 5

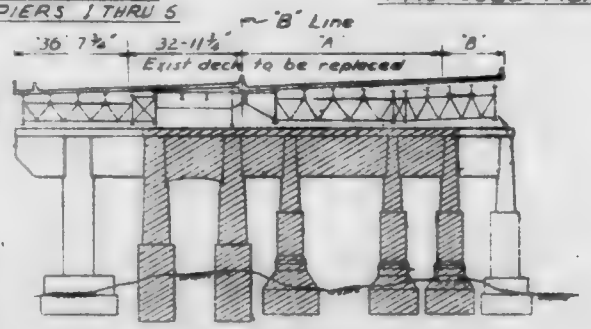
RECEIVED
JUN 30 1971
BRIDGE DIVISION





* Except Pier 6 See Below


El. 30.8 Ext. High Water (1948 Flood - 10,000 yr. frequency)
El. 24.7 (50 yr Flood)
El. 26.3 (100 yr. Flood)
El. 14.5 (Normal Flood 425,000 c.f.s.)
Low Water El 0.0
Columbia R. Datum (CRD)
M.S.L. USC & GS 1947 Adj.
30.8'
18.2'
High Water Elevations Shown are 1973 Control
DATUM PLANES



LEGEND

- Existing Structure
- New Construction
- O Span No

Pier	Dimension "A"	Dimension "B"
6	49-6"	8-9⅜"
7	54'-3"	7-4½"
8	56'-3"	14-7⅛"
9	58'-3"	22-10⅛"
10	60'-3"	30-10⅝"

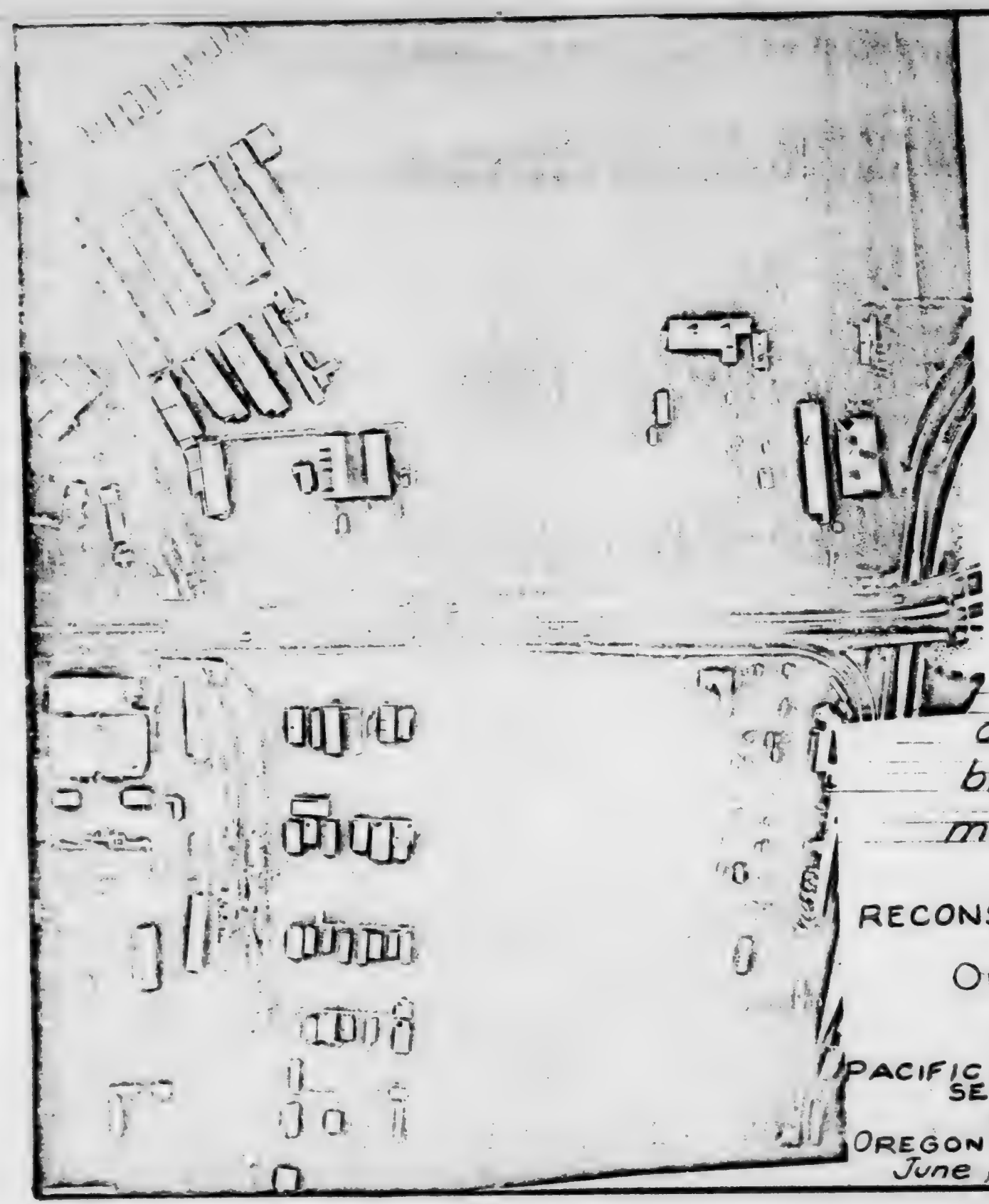
RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAY, 1971

SHEET 3 OF 3

Revised June 1971

RECEIVED
JUN 30 1971
BRIDGE DIVISION



N

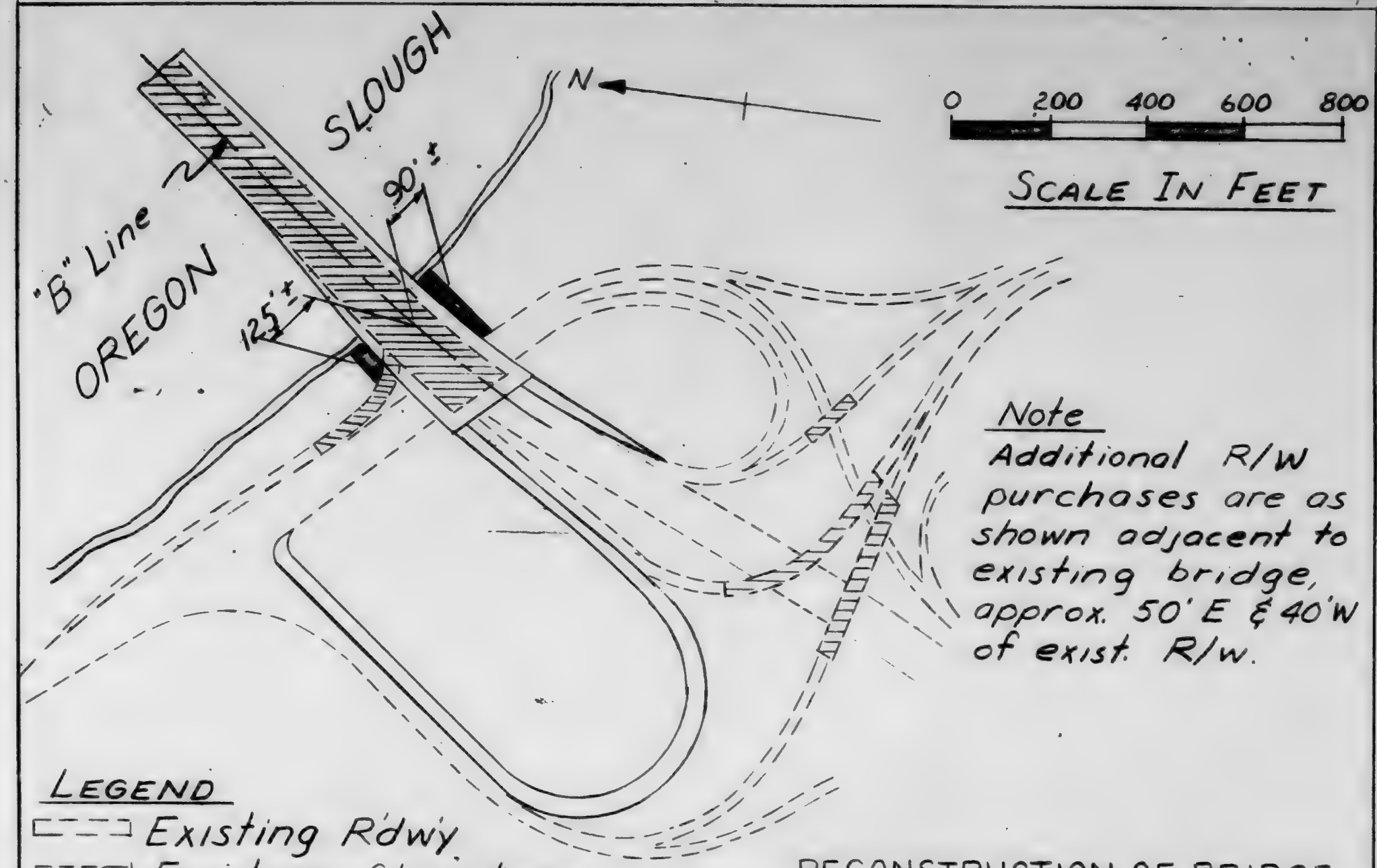
0 200 400 600

SCALE IN FEET

View shown is of the existing bridge and existing marine installations

RECONSTRUCTION OF BRIDGE
OVER
OREGON SLOUGH
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
June, 1971

RECEIVED
JUN 30 1971
BRIDGE DIVISION



Note
Additional R/W purchases are as shown adjacent to existing bridge, approx. 50' E & 40' W of exist. R/W.

LEGEND
- Existing R'dw'y
- Existing Structure
- New Construction
- New Right of Way

SOUTH INTERCHANGE

RECONSTRUCTION OF BRIDGE
OVER
OREGON SLOUGH
AT
PORTLAND
PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
June, 1971

RECEIVED
JUN 30 1971
BRIDGE DIVISION

RECEIVED
JUN 23 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

Coast
R/W
~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310
Pac 2

June 18, 1971

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

324

Dear Sir:

Interstate 5
Widening of existing Oregon Slough Bridge
Bridge 13770

The navigational permit drawings for the proposed modifications to the I-5 bridge over Oregon Slough have been revised as requested. I am enclosing the original and four copies of the five sheets which make up the permit exhibit drawings.

The following additions or corrections have been made on sheet 3 of this exhibit:

1. Low and high water shore lines have been added.

2. The elevation of existing piers 1 through 6 have been shown cross-hatched.

3. Dimensions have been added to the views of piers 1 through 6 and 7 through 10 and a table of dimensions added covering the widening of piers 6 through 10.

4. A legend has been added to delineate existing and new work.

5. A sketch of the datum plan reference, together With hydraulic data, has been added. All clearances are referred to Columbia River datum. The 1957 permit application was referred to mean sea level data which is 1.82 feet below Columbia River data. The hydraulic data shown is based on 1973 controls on the river.

6. The depth of the girders for steel spans 1 through 10 have been revised to show a constant girder depth. The original structure which was built in 1915 had a constant girder depth for spans 1 through 10. These girders control the clearance under the structure. The girders for the 1957 and the proposed widening are shallower than the original girders at all spans except span 6, the navigation span. In span 6 the elevation of the bottom of the steel for all girders is the same. The girders in spans 5 and 7 for the widening are haunched to the span 6 girder depth at piers 5 and 6. The vertical clearances for all the steel spans of the proposed widening will be equal to or greater than the existing clearances.

Sheets 4 and 5 of 5 have been added to the permit exhibit drawings. Sheet 4 shows the existing bridge and the marine development upstream and downstream from the crossing. Sheet 5 shows the changes to the bridge approaches. The additional right of way taking for the proposed widening is minor. No park or recreational land is affected by the proposed work.

I hope that the revisions and additions to the subject drawings will supply you with all the information you need and that you may be able to proceed with a Public Notice for the widening of this structure.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WJH:dh
Enclosures

cc A. E. Johnson

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1971

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

Dear Sir:

Interstate 5 - Widening of Existing
Oregon Slough Bridge
Bridge No. 1377D

Application is hereby made by the Oregon State Highway Division for approval of plans to widen the existing bridge over Oregon Slough. The existing structure is at River Mile 4.5 and the proposed widening is indicated on the attached plans, the originals of three sheets and four copies of which are enclosed.

Legal authority for the construction is found in the General Bridge Act of 1946, and a certified copy of the minutes of the Oregon State Highway Commission directing the Engineer to proceed with the reconstruction is enclosed.

This structure is on Interstate Highway No. 5 and the work proposed under this permit will be funded by federal and state money. The permit for the existing structure was issued to Multnomah County, Oregon, and Clark County, Washington in 1915, with a revised permit to the Oregon State Highway Department in 1954.

The State is requesting approval of the enclosed plans to widen the existing fixed bridge. The widened portion will provide the same horizontal and vertical clearances as the existing structure.

Very truly yours,

R. L. Porter
State Highway Engineer
By

RECEIVED
MAY 1
OFFICE
HIGHWAY

Ivan D. Merchant
Bridge Engineer

IDM:dh
Enclosure

cc A. E. Johnson

I-5

1 Versteeg
2 A. Olson
3 Temple
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 30 1973
ROAD DESIGN SECTION

NOTED
W. E. COLE

May 29, 1973

REFERRED TO
X Cole W.E.C. Reed
Eriksen Sample
Heger Watson
Return ☒ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Mr. J. P. Niehuser, Chief
Bureau of Sanitary Engineering
City of Portland, 1220 S.W. 5th Ave.
Portland, Oregon 97201

Dear Mr. Niehuser:

Re: Jantzen Beach Interchange-
N. Columbia Blvd. Section
Pacific Highway (I-5)
Multnomah County

Reference is made to your proposed North Portland Road-North Suttle Road-North Marine Drive Sanitary Sewer System and the possible conflict of revisions to the interchange with properties which your project proposes to serve.

Plans under consideration would require property from the Westerlund Boat and Machine Shop, however, the amount to be taken cannot be determined at this time. Several alternates are possible.

Until a final plan has been approved and right of way determined, we would be in no position to suggest that the property not be served or be served in a different manner.

When this matter is finalized, we will be in contact with you.

Very truly yours,

George M. Baldwin
Administrator of Highways
By: ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

ADO:jg
cc: R. N. Bothman

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

1220 S.W. 5TH AVENUE

May 2, 1973

1/2 J
Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 9 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Mr. Kenneth Limbocker
Metro Design Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: N. Portland Rd., N. Suttle Rd., N. Marine Drive Sanitary Sewer System.

Dear Sir:

This office has received an informational copy of the State's new proposal for the Oregon Slough crossing. It is my understanding that this proposal is in for federal approval. It appears that the State will be acquiring additional property to accommodate this construction.

The City has designed a sanitary sewer system to serve the area depicted on Sheet No. 1 of 8 of the enclosed plans. Our design provides for service in the immediate area of your proposed construction (See Sheet No. 8 of 8). Our present schedule provides for construction to begin this fall.

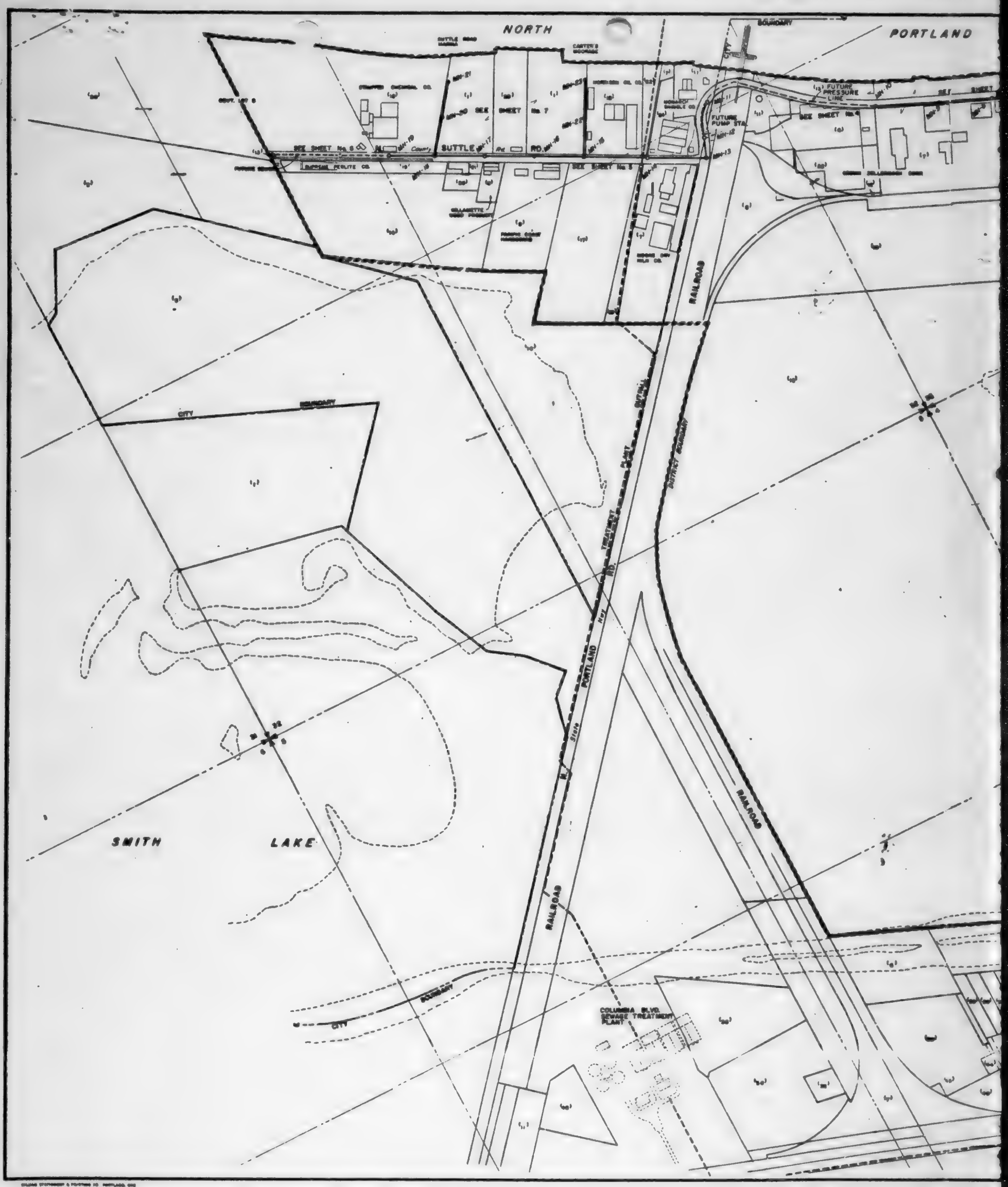
The City is concerned with possible conflicts in our projects and that we might be providing sanitary service for an area that may be acquired during your property acquisition. Therefore, we would appreciate knowing what properties would be acquired by the State and if our proposed work would be in conflict with your construction.

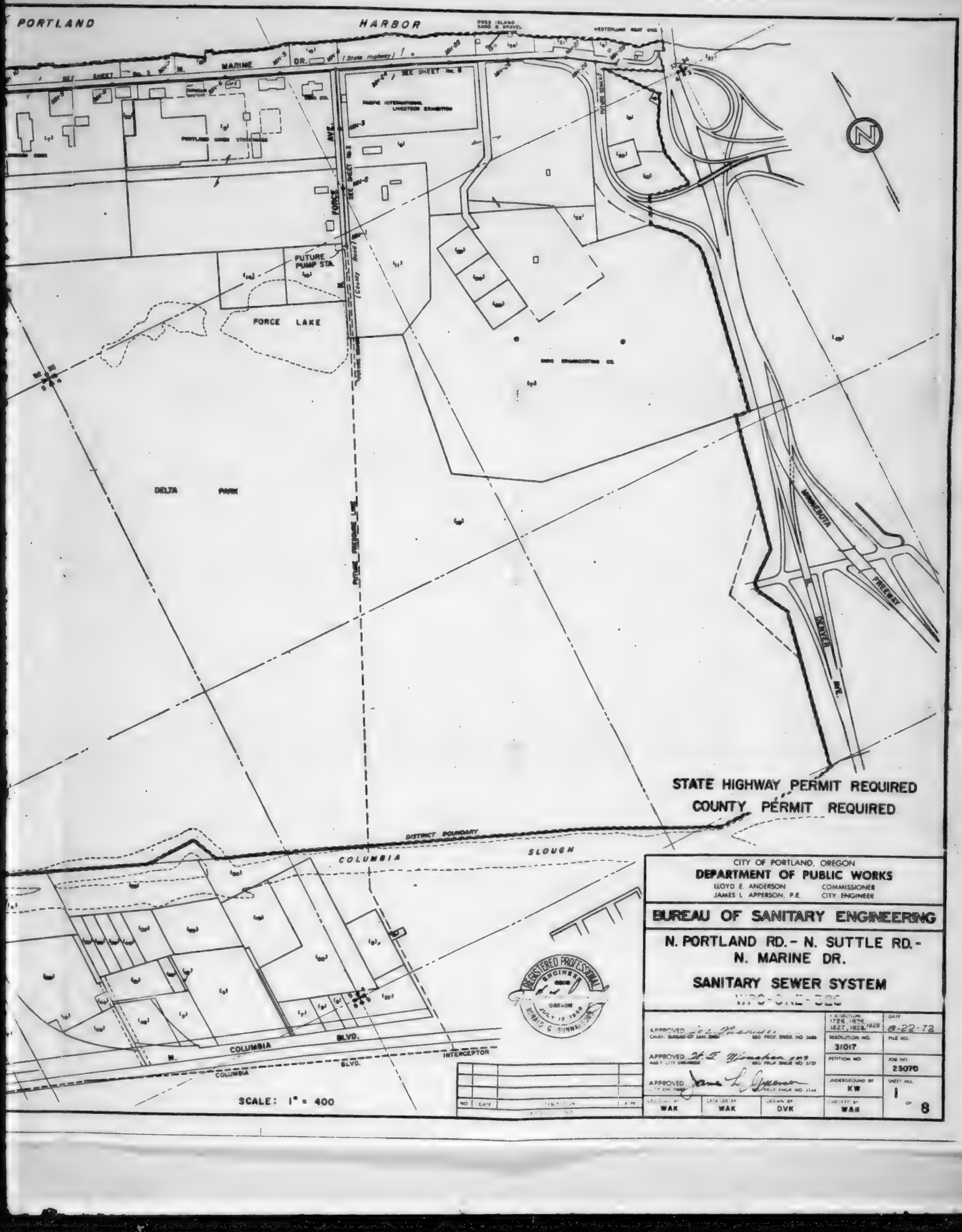
If you have any questions regarding this project or wish to schedule a meeting to discuss this matter, please contact R. Sunnarborg, 248-4133.

Very truly yours,

J. P. NIEHUSER, Chief
Bureau of Sanitary Engineering

WAK:bc
Encl.


NORTH
PORTLAND
SUTTLE ROAD
CARTER'S CROSSING
CITY BOUNDARY
FUTURE PRESSURE LINE
FUTURE PUMP STA.
SEE SHEET No. 6
SEE SHEET No. 7
SEE SHEET No. 8
SUTTLE
RD.
RAILROAD
DISTRICT BOUNDARY
SMITH
LAKE
CITY
BOUNDARY
COLUMBIA BLVD. SEWAGE TREATMENT PLANT
PORTLAND
RAILROAD



CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON COMMISSIONER
JAMES L. APPERSON, P.E. CITY ENGINEER

BUREAU OF SANITARY ENGINEERING

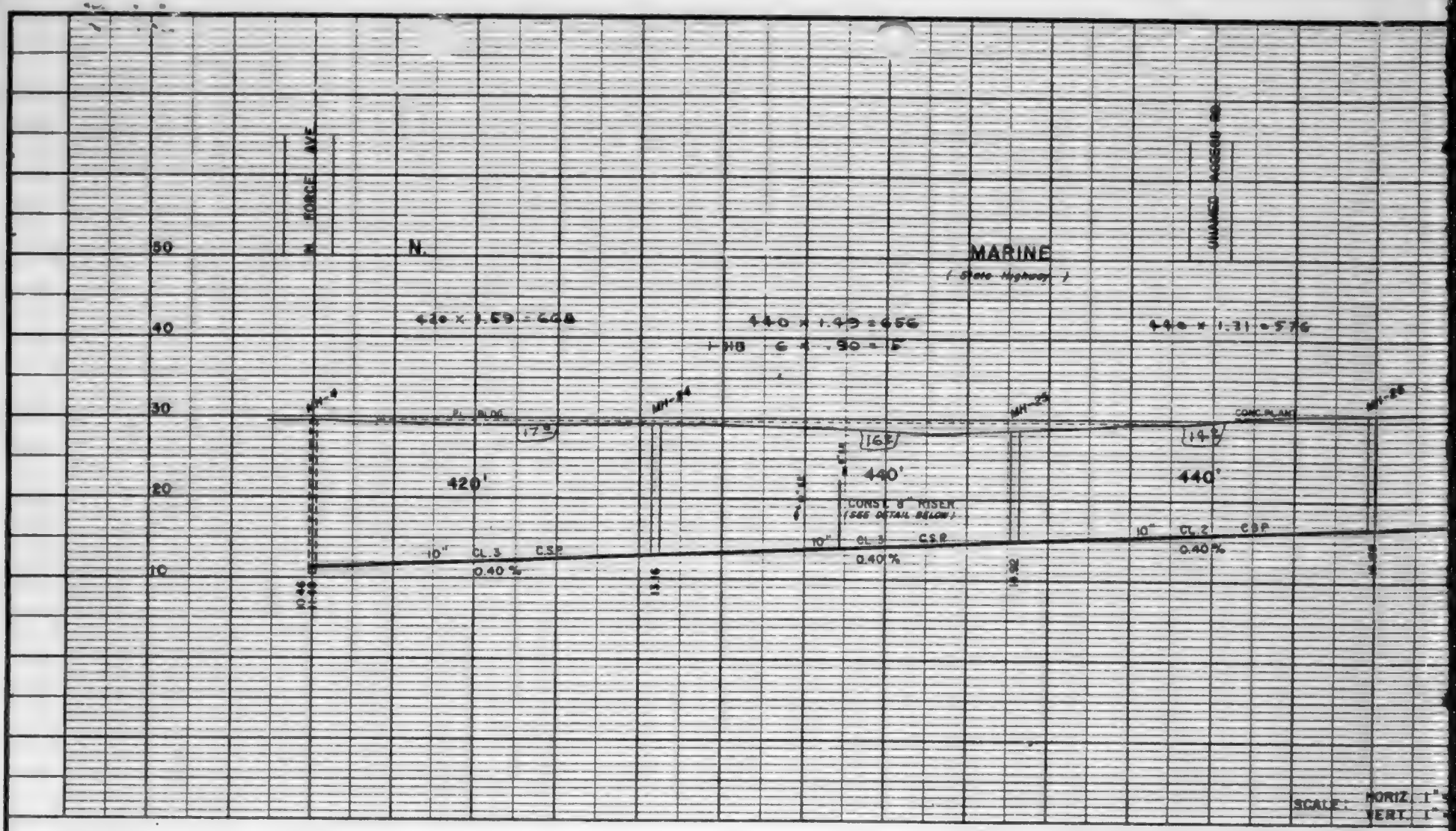
N. PORTLAND RD. - N. SUTTLE RD. - N. MARINE DR.

SANITARY SEWER SYSTEM

W.P.S.-S.E.-326

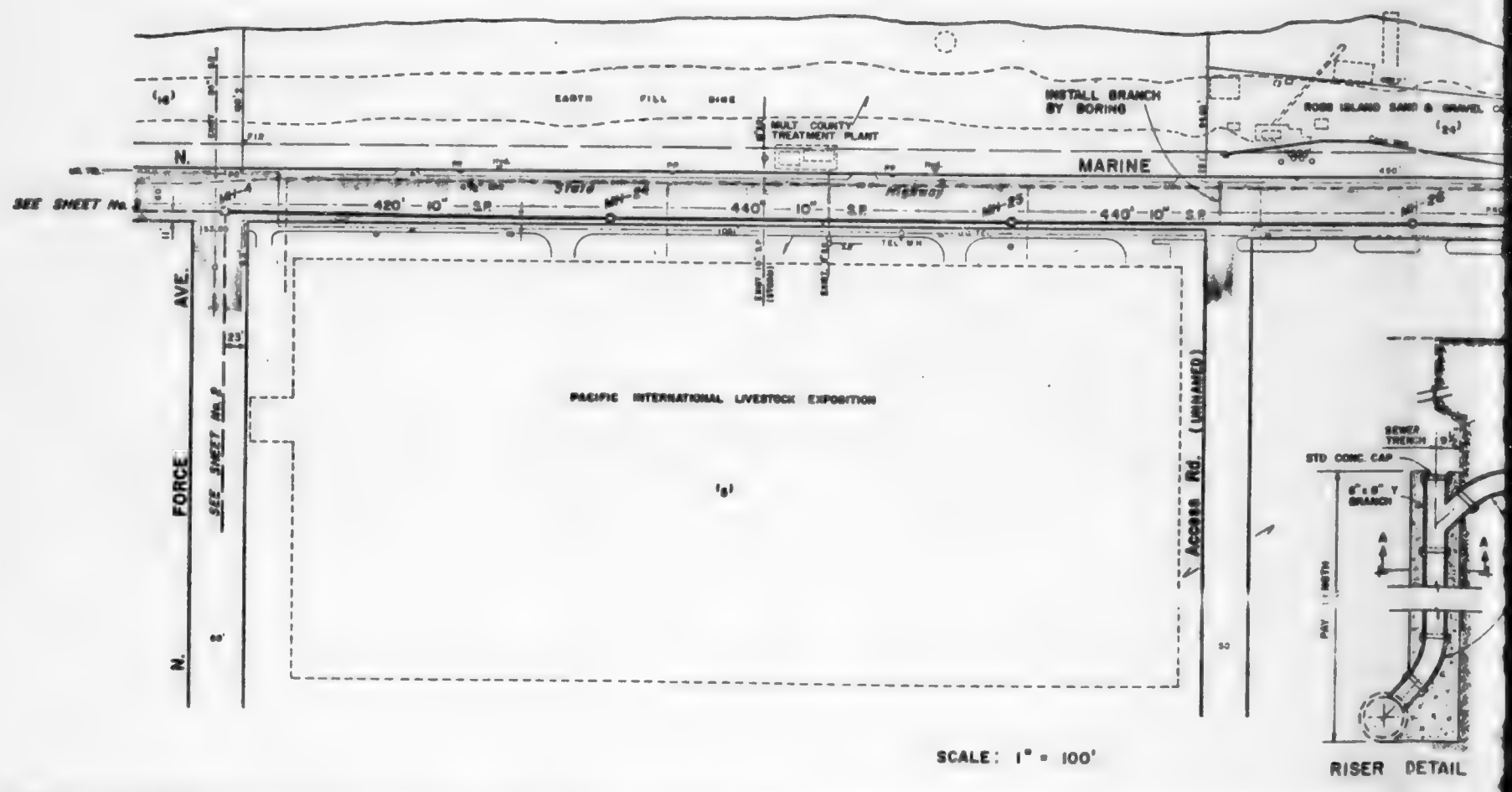
APPROVED [signature] CHIEF, BUREAU OF SAN. ENGR.		I.A. SECTION 1726, 1826, 1827, 1828	DATE 8-22-72
APPROVED [signature] ASST. CITY ENGINEER	REG. PROF. ENGR. NO. 3439	RESOLUTION NO. 31017	FILE NO.
APPROVED [signature] CITY ENGINEER	REG. PROF. ENGR. NO. 3146	PETITION NO.	JOB NO. 23070
		UNDERGROUND BY KW	SHEET NO. 1 OF 8
DESIGNED BY WAK	DETAILED BY WAK	DRAWN BY DVK	CHECKED BY WAK

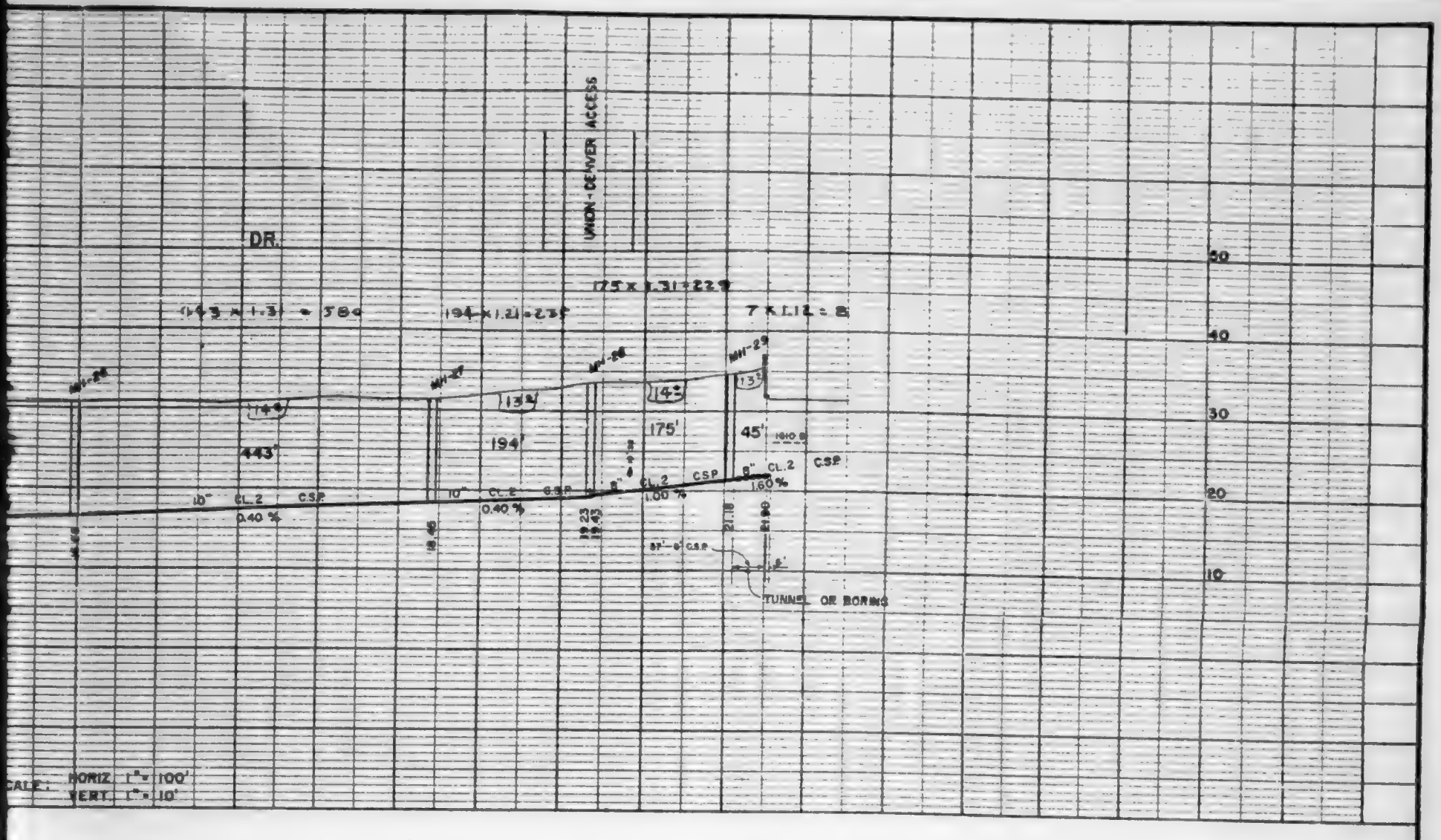
NO.	DATE	REVISION	APP'D



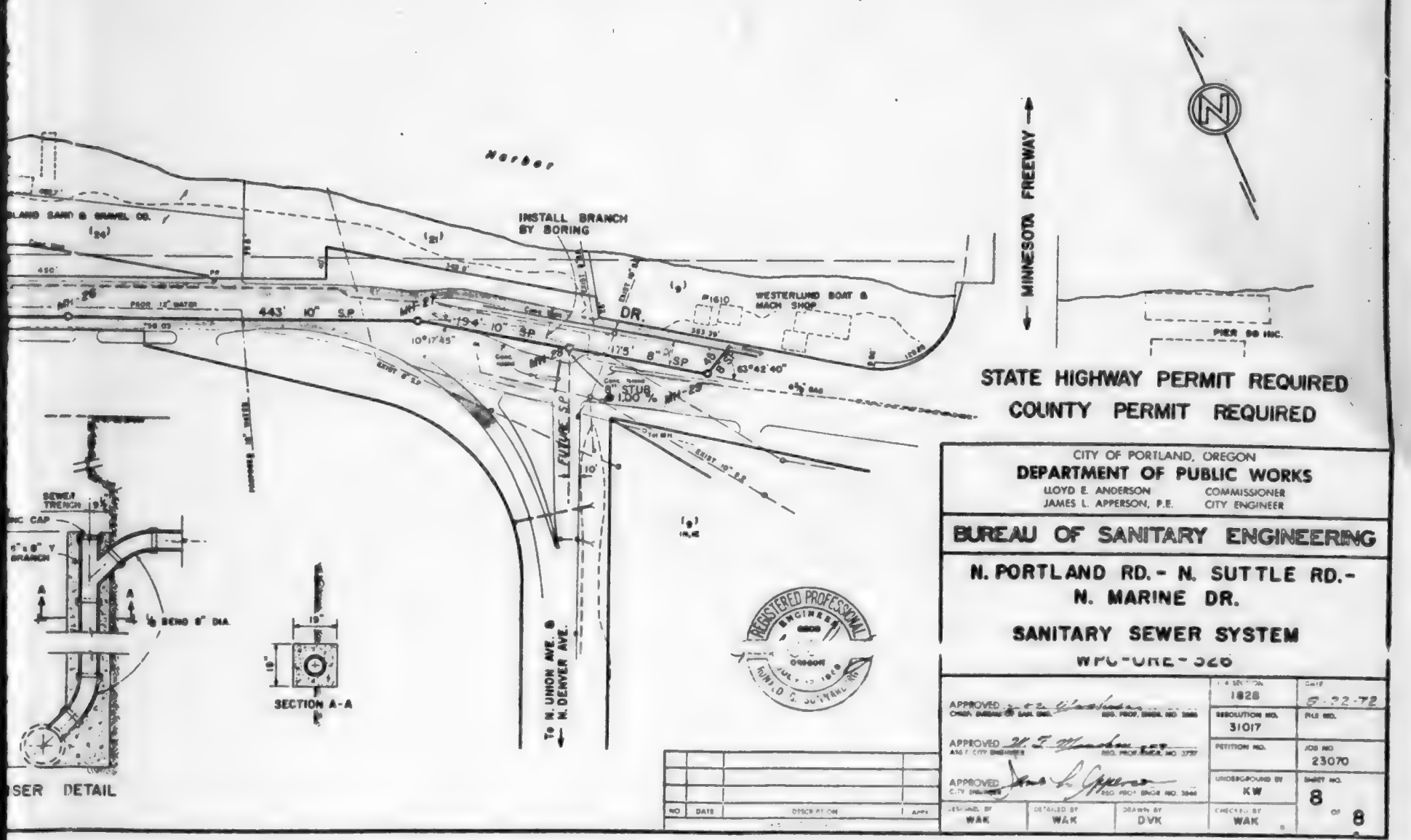
North

Portland





SCALE: HORIZ 1" = 100'
VERT 1" = 10'



CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON COMMISSIONER
JAMES L. APPERSON, P.E. CITY ENGINEER

BUREAU OF SANITARY ENGINEERING

N. PORTLAND RD. - N. SUTTLE RD. - N. MARINE DR.

SANITARY SEWER SYSTEM

WPC-URE-526

APPROVED ... REG. PROF. ENGR. NO. 3886	1828		5-22-72
	RESOLUTION NO. 31017		FILE NO.
APPROVED ... ASST. CITY ENGINEER REG. PROF. ENGR. NO. 3727	PETITION NO.		JOB NO. 23070
APPROVED ... CITY ENGINEER REG. PROF. ENGR. NO. 3846	UNDERGROUND BY KW		SHEET NO. 8 OF 8
DESIGNED BY WAK	DETAILED BY WAK	DRAWN BY DVK	CHECKED BY WAK

NO	DATE	DESCRIPTION	APP'D

I-5-E

STORM 4-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 21, 1973

TO Frank Hall, Design Engineer
Attention: A. D. Olson

FROM W. H. Tebeau
Assistant Planning Engineer

SUBJECT Capacity and Weave Analysis
I-5: Jantzen Beach-Denver Avenue
Multnomah County

1 Hall
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 21 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Do not File ☐
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Bring Up ___/___/___
Other

As requested, an analysis has been made of the braided design plan for the subject section. Design hour volumes were developed for the year 1990 assuming N. Portland Road (Swift Blvd.) as a primary access to the Rivergate Industrial Park and without a Rivergate Freeway.

The attached plan shows the weave lengths, lane requirements and level of service for each segment of the project.

I-5 Southbound

Weave lengths and lane requirements are adequate to provide level of service "C" for all segments of the project. No revisions are recommended in the southbound design from a capacity analysis standpoint.

I-5 Northbound

The section on I-5 from the Denver Avenue on-ramp to the Hayden Island off-ramp will operate at level of service "D" due to deficiencies in weave length and number of lanes. From the Denver Avenue on-ramp to the Union Avenue on-ramp, 2.7 lanes are indicated for level of service "C" operation. An analysis was made assuming three lanes for this section. However, the vehicle lane changes created by three lanes results in more conflicts than retaining two lanes. This is due to traffic from Swift Boulevard destined to the Interstate Bridge required to merge two lanes to the left. See attached "Vehicle Lane Change" analysis.

Summary

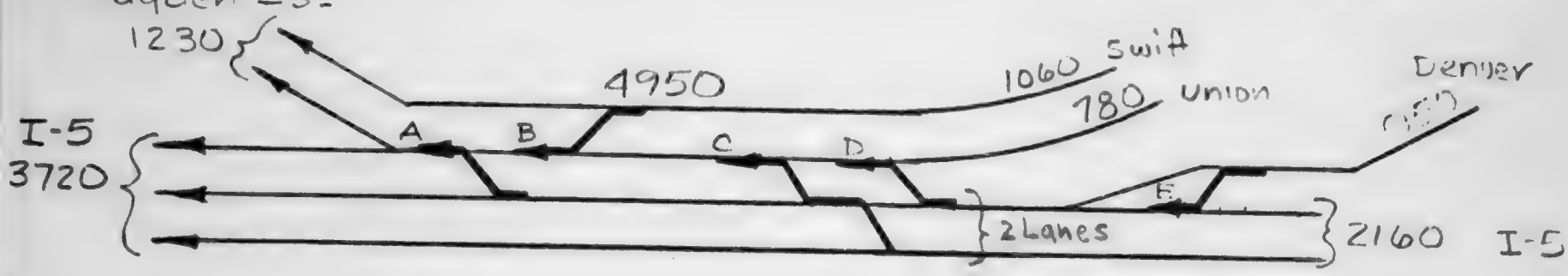
As you know, several alternate designs were studied prior to selecting this one. From a capacity standpoint, this design provides good operating conditions southbound and tolerable operating conditions northbound. Due to merging and weaving maneuvers operating speeds will reduce during PM peak-hours for northbound traffic.

JH:ap
Attachment

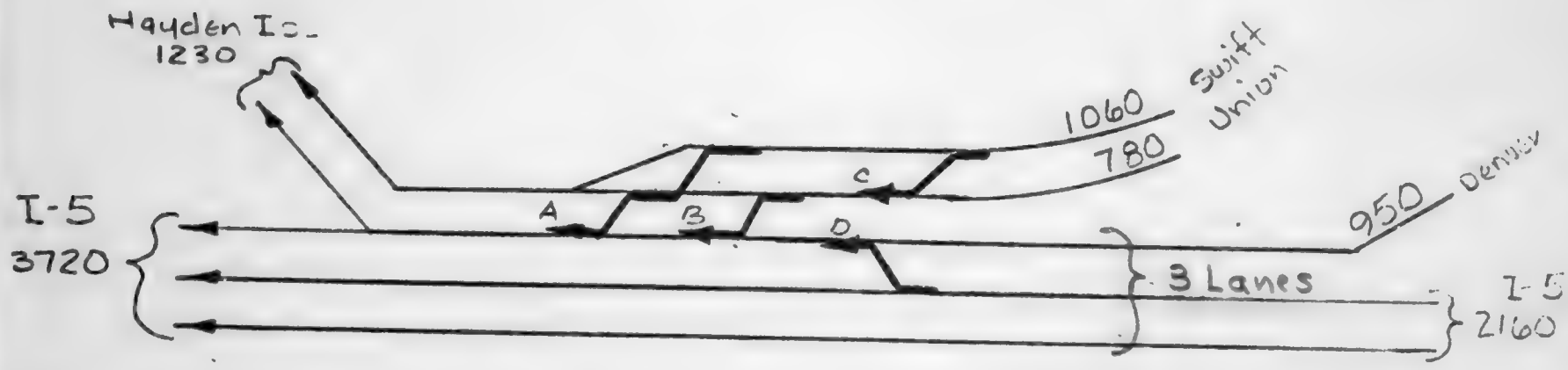
copies to Metro & FHWA
2/22/73

I-5: Denver Ave – Jantzen Beach Section, NB

Vehicle Lane Changes



	Volume	×	# Lane Changes	=	Vehicle Lane Changes	
A.	470	×	1	=	470	I-5 to Hayden Is.
B.	830	×	1	=	830	Swift to I-5
C.	100	×	2	=	200	I-5 to Hayden Is.
D.	160	×	1	=	160	Denver to Hayden Is.
E.	950	×	1	=	950	Denver – O.I.
			TOTAL		2610	



	Volume	×	# Lane Changes	=	Veh. Lane Changes	
A.	830	×	2	=	1660	Swift to I-5
B.	510	×	1	=	510	Union to I-5
C.	230	×	1	=	230	Swift to Hayden Is.
D.	570	×	1	=	570	I-5 to I-205
			Total		2970	

000 = 1990 PM Design Hour Volumes

2-1-73

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 26, 1973

File
Tualatin Beach Section
Pacific Hwy (I5)
Mult Co

TO H. S. COULTER
Assistant Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Operation of Interstate Bridge
I-5
Portland

1 Hall
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 15 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

We are embarked with the State of Washington on a joint effort to develop ways and means of smoother freeway operations in the vicinity of the Interstate Bridge. The State of Washington is and has been pursuing with the Coast Guard the problem of bridge openings and what might be done to minimize the necessity of these openings and particularly to avoid the need for openings during the heavier traffic periods. In this regard, and for your information, I attach a copy of a letter from Dick Carroll, District Engineer at Vancouver, and a copy of a report that his office has issued which appears to me to excellently illustrate the particular problems. It appears that we periodically investigate some controversial matters and matters of local and/or political concern and would do well in certain instances to jazz up and formalize our reports in a like manner.

LWR/cr
Attachment
cc A. E. Johnson
D. H. Moehring
D. R. Adams
L. E. George

Report great concept should
more / indicating what is being done #5

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON 98663

22 January 1973

Mr. L. W. Rulien
Oregon Highway Division
P.O. Box 02157
Portland, Oregon 97202

SR 5 - Interstate Bridge
Bridge Opening Study

Dear Larry:

For your information I am forwarding two copies of the study we recently completed on the Interstate Bridge. This material is in my Headquarters office and I have been in contact with the tug and towboat industry and they are suddenly most interested in establishing some voluntary type restriction so we won't have to go through all the trouble of getting Coast Guard action on this matter.

I certainly have no objection to a voluntary policing on the part of the marine operators, but at least at this point in time they have got some distance to go to convince me that their approach will work.

I'll keep you posted on any further developments.

Very truly yours,

R. L. CARROLL, P.E.
District Engineer

See Org 7 Br. Interest.

RLC:bar
Att.
cc: Records Control

REGION 1 — RE ☐ RME ☐ RCE ☐ OE ☐ — JAN 24 1973 — TE ☐ UE ☐ DES ☐ SEC ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 13, 1973

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Proposed Alignment
Hayden Island-Delta Park
Pacific Highway, I-5

RECEIVED
FEB 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We have reviewed the latest alignment for the proposed Oregon Slough Bridge reconstruction. This is the plan with the six-lane main line structure (four northbound and two southbound) and a three-lane collector-distributor road structure west of the main line crossing. This proposed alignment does present some problems due to the 16 degree curved ramp off the collector-distributor road structure. The structural problems created by the ramp are not considered unsurmountable. In general the plan is workable from the structural standpoint. We do question whether this overall alignment is the best answer to the problem. If we proceed on the previous assumption that the existing bridge is to be removed and a totally new structure constructed, it may be that a better answer exists. We would also raise the general question of the wisdom of constructing any main line freeway facility in the Portland area with less than three through lanes in a given direction.

This latest alignment once again raises the question of widening the existing bridge as opposed to removing it and building a totally new structure. The estimated cost of widening the existing bridge and constructing a collector-distributor road bridge is $7,500,000. The estimated cost to remove the existing bridge and to construct totally new structures is $10,500,000. Both of these estimates include a 20 percent allowance for engineering and contingencies. We would make the following comments on the alternate proposals to widen versus totally new structures.

On the positive side, widening of the existing bridge will result in a lower project cost, less construction time and somewhat less interference to traffic during construction.

On the negative side of the widening proposal are the following. The present pier footings are above the general level of the streambed. The pier footings are supported by untreated timber piling and are presently surrounded by an island of riprap. The streambed between the riprapped pier footings has continued to scour over the last few years. Possible future dredging work or

2-26-73
original + attachment
to Walt Hart.

Walt-
News about ... ?
fears of existing ...
Ed

other channel activities could further aggravate this condition. The existing structure is principally a steel structure and, as such, required maintenance painting. The same maintenance problem will exist with the widening. The vertical alignment will not be as satisfactory under a widening plan as that that can be obtained with a totally new bridge. From an esthetic standpoint little can be done under the widening proposal to get away from the appearance of an old bridge that has been tacked onto.

In support of the new structure alternate are the following. The new pier footings can be established at an elevation below the present streambed and below estimated scour depth. There will be a considerable improvement in the appearance of the structure with longer spans, fewer river piers and the cleaner lines of a relatively maintenance-free concrete structure. The vertical alignment at the south end of the structure can also be improved.

On the minus side of the new structure proposal are the increased cost, somewhat greater construction time and somewhat more interference to traffic during construction.

I believe that the problem of the streambed degradation around the existing piers is sufficient to warrant removal of the existing bridge regardless of what final alignment is arrived at.

WJH:dh

cc F. L. Hall
R. N. Bothman

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 11, 1972

TO Memorandum to the Files

ORIGINAL SIGNED
L. L. WALLACE

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Oregon Slough Br. Widening
Denver Swift Interchange
Jantzen Beach Intch.-Columbia Slough Section
I-5
Multnomah Co.
Br. No. 1377D

NOTED
A. E. JOHNSON

The current status of the subject project is as follows:

1. A meeting was held on June 30, 1972, to discuss a plan developed in the Metro office as requested by E. S. Hunter's letter of May 9, 1972. This plan moves the centerline of the Oregon Slough structure upstream from the previous location. This will allow a sufficient width of the permanent structure to be constructed to carry a tight six lanes of traffic, which will eliminate the problem of construction between opposing lanes of traffic.

   Representatives of Metro, Design and Bridge Sections and of the Federal Highway Administration were present at the meeting.

2. The plan proposed by the Metro office requires complete reconstruction of the Denver-Swift Interchange, including new interchange structures.

3. Adrian Olson is reviewing the geometric design of the proposed plan.

Attached are comments by the Metropolitan Traffic Engineer regarding the Denver-Swift Interchange.

LLW/ag
Attachs.
cc A. E. Johnson w/attach.
E. S. Hunter w/attach.
Frank Hall w/attach.
Ed Hardt w/attach.
J. E. Backstrand w/attach.

RECEIVED
JUL 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-20 (REV. 10-60)

METROPOLITAN ENGINEER
RECEIVED
JUN 29 1972
ME AAE AME MOE MDE MTE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 28, 1972

To: Edward L. Hardt
Assistant Metropolitan Engineer
O F F I C E

SUBJECT: Denver-Swift Interchange
Interstate 5
North Portland

The two prints of this interchange which you asked me to review are returned herewith.

First, you will notice penciled traffic volumes are shown. These are for the year 1972. Design year volumes should be obtained from our Salem offices.

Insofar as ramp layout is concerned, the following comments are offered:

1. If the I-5 alignment is moved upstream and the "S" line is shifted to the south, it appears that a reasonable exit ramp radius could be developed for the "VS" line thereby eliminating the need for the loop maneuver and consequent left turns at the Swift intersection.

2. The possibility of routing the "DS" traffic via Delta Park and Force Avenue thus eliminating the "DS" line should be studied.

3. Volumes on the "VU" line indicate a need for two lanes in the near future.

4. An at-grade intersection is recommended at Vancouver Way and the extension from Marine Drive. Construction of a rigid frame structure would cause too much out-of-direction travel for the trucking industry in this area.

5. Consideration should be given to provision of access to the boat works in the northeast quadrant.

This plan has a lot of promise and should serve as a good starting point for the final design.

Dennis L. Peterson
DENNIS L. PETERSON
Metropolitan Traffic Engineer

DLP:pb

Encs
cc: H. S. Coulter

RECEIVED
MAY 10 1972
FOR FILING

Salem, Oregon
May 9, 1972

Mr. H. S. Coulter
Metropolitan Engineer

Attention: Edward Hardt

Oregon Slough Bridge
Jantzen Beach Interchange-
Columbia Slough Bridge Section
Pacific Highway
Multnomah County
Bridge 1377D

D I V I S I O N

Enclosed are two prints of a proposed alternate layout for the Oregon Slough Bridge. This alternate requires an easterly shift in the "B" common centerline of 41'0" from the present "B" common centerline. This is to allow construction of the permanent structure upstream from the existing structure with sufficient width for a tight six lanes with median divider. All traffic will then be placed on this new structure while the existing structure is removed and completion of the new structure to full width is accomplished.

Documents should be prepared to provide adequate information for an FHWA submittal. This would include but not be limited to the following items:

1. Alignment data at north end tying in with Interstate structures, and showing Hayden Island connections.

2. Alignment data at south end.

3. Right of way lines established.

4. Traffic staging and handling.

5. Grading and paving required during each stage and final.

6. Utility work to be done or readjusted.

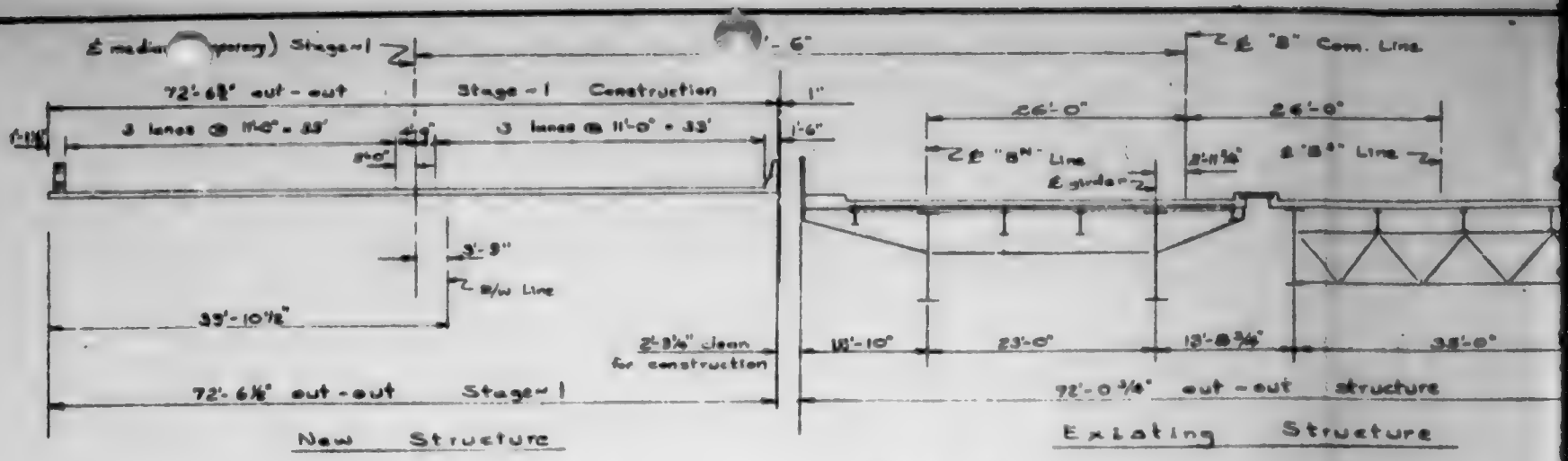
Any other information which seems pertinent to complete the picture for submitting this matter for FHWA approval should also be included.

E. S. Hunter
Assistant State Highway Engineer

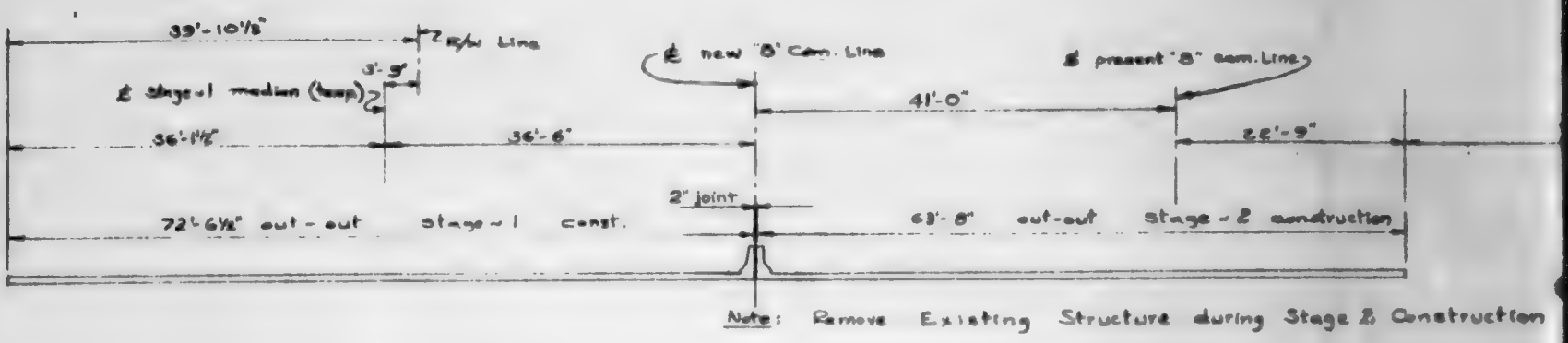
Attachments

cc: F. B. Klaboe
A. E. Johnson
Walt Hart
Frank Hall

JEB:ag jf

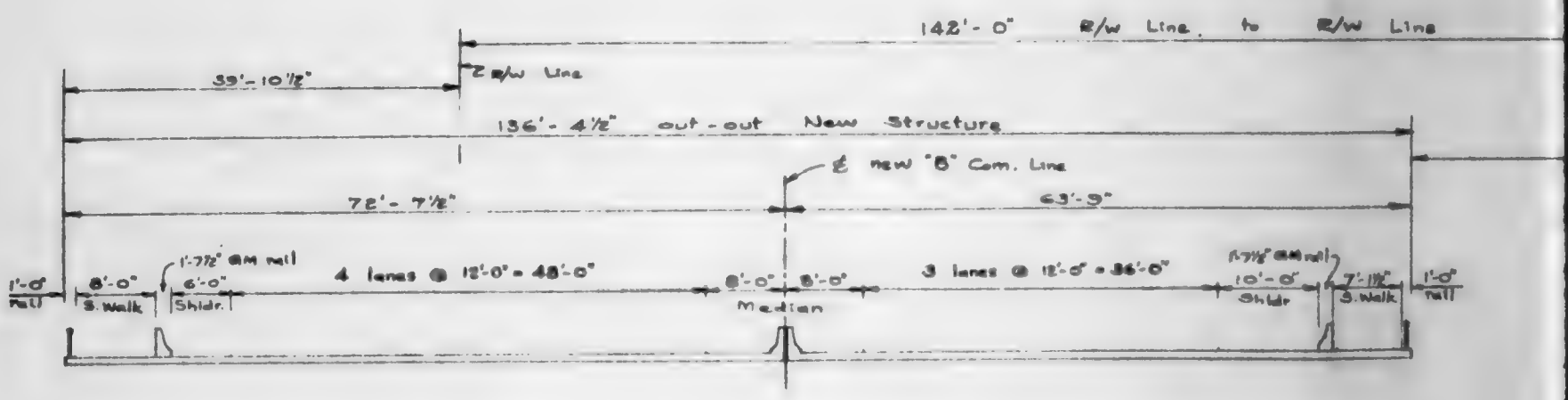


STAGE 1 CONSTRUCTION

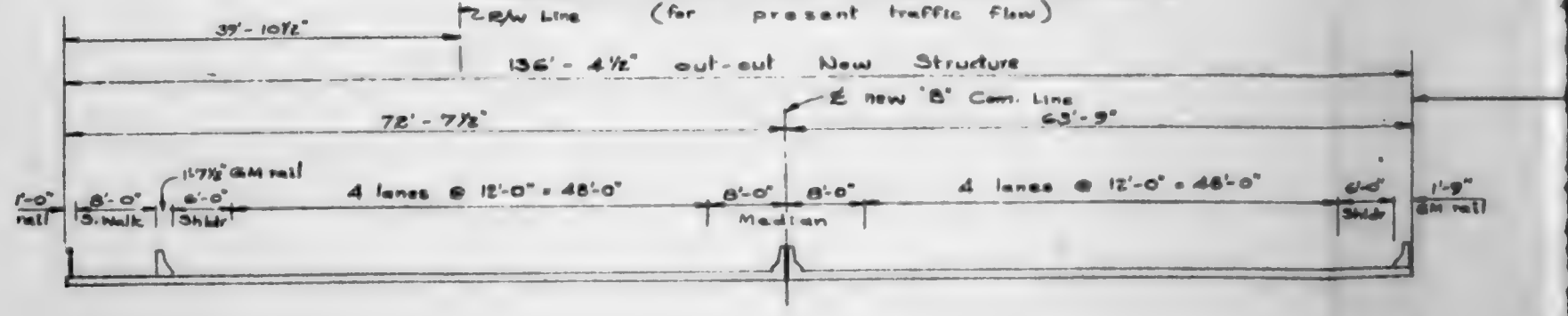


Note: Remove Existing Structure during Stage 2 Construction

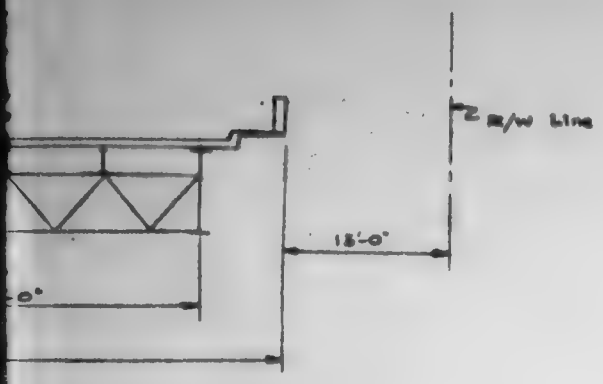
STAGE 2 CONSTRUCTION

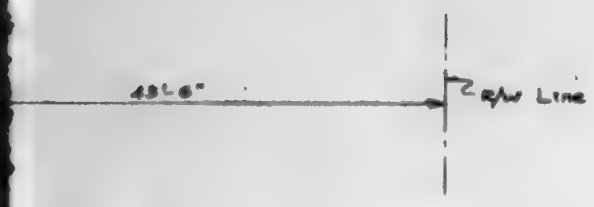


COMPLETED STRUCTURE
(for present traffic flow)



COMPLETED STRUCTURE
(for future traffic flow)





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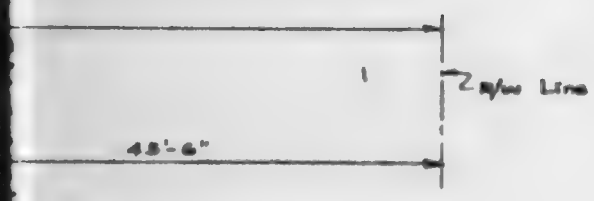


SCALE : 1" = 10'-0"

DATE	REVISION
4-19-72	Revised to show 1 width and type joint provided at bents

APPROVED:

BRIDGE ENGINEER

DESIGNED | CHECKED

DRAWN KAK | CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ALTERNATE III

OREGON SLOUGH BRIDGE

MULTNOMAH CO.

PRELIMINARY LAY-OUT

DATE April 12, 1972 SHEET ... OF ...

BRIDGE NO. 1377-D DRAWING NO. ...

626-1929-906

Proposed Str

Pump house

Portland General
Electric Co. Vaults
(to be relocated)

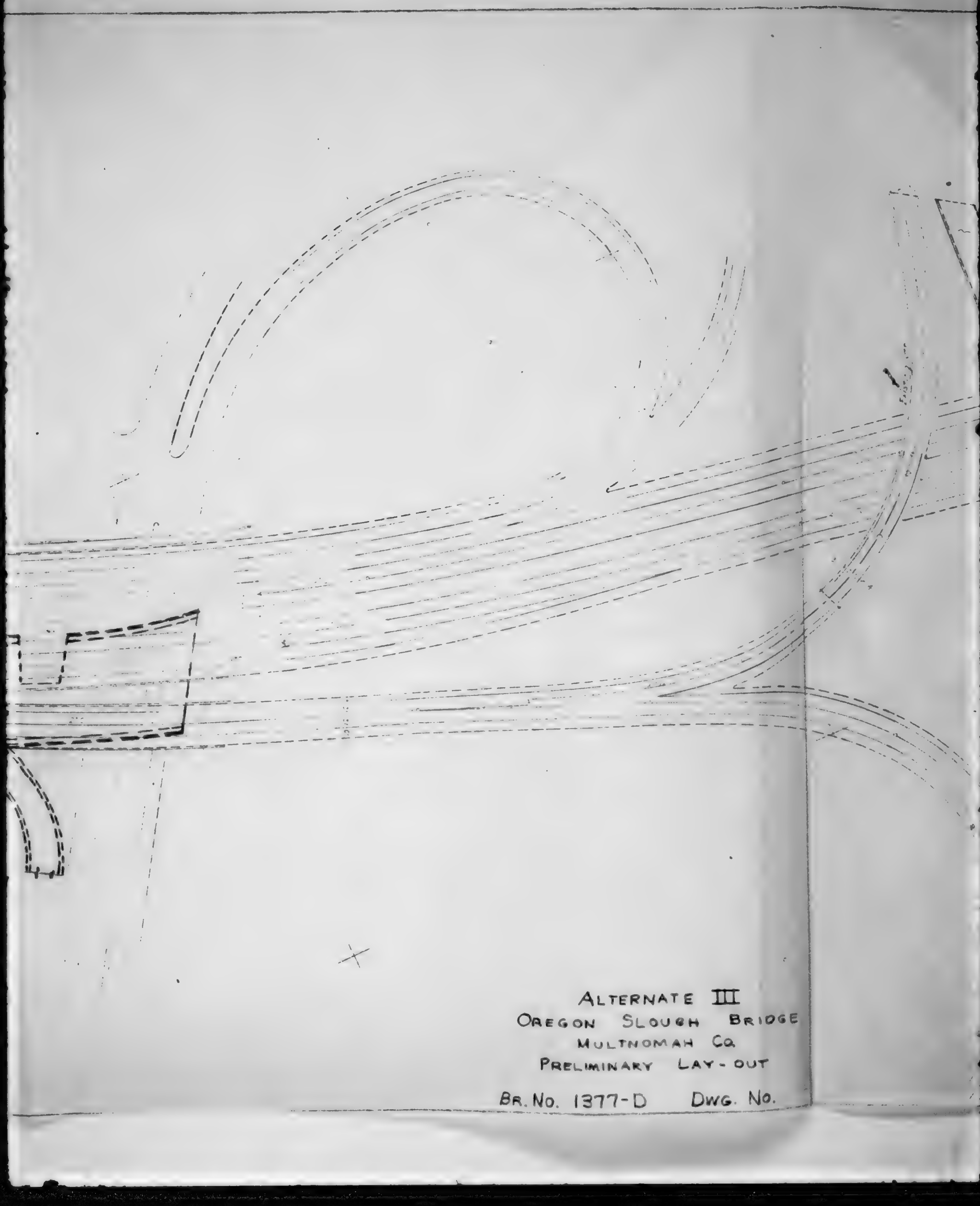
Existing
(to be re

SLOUGH

Structure

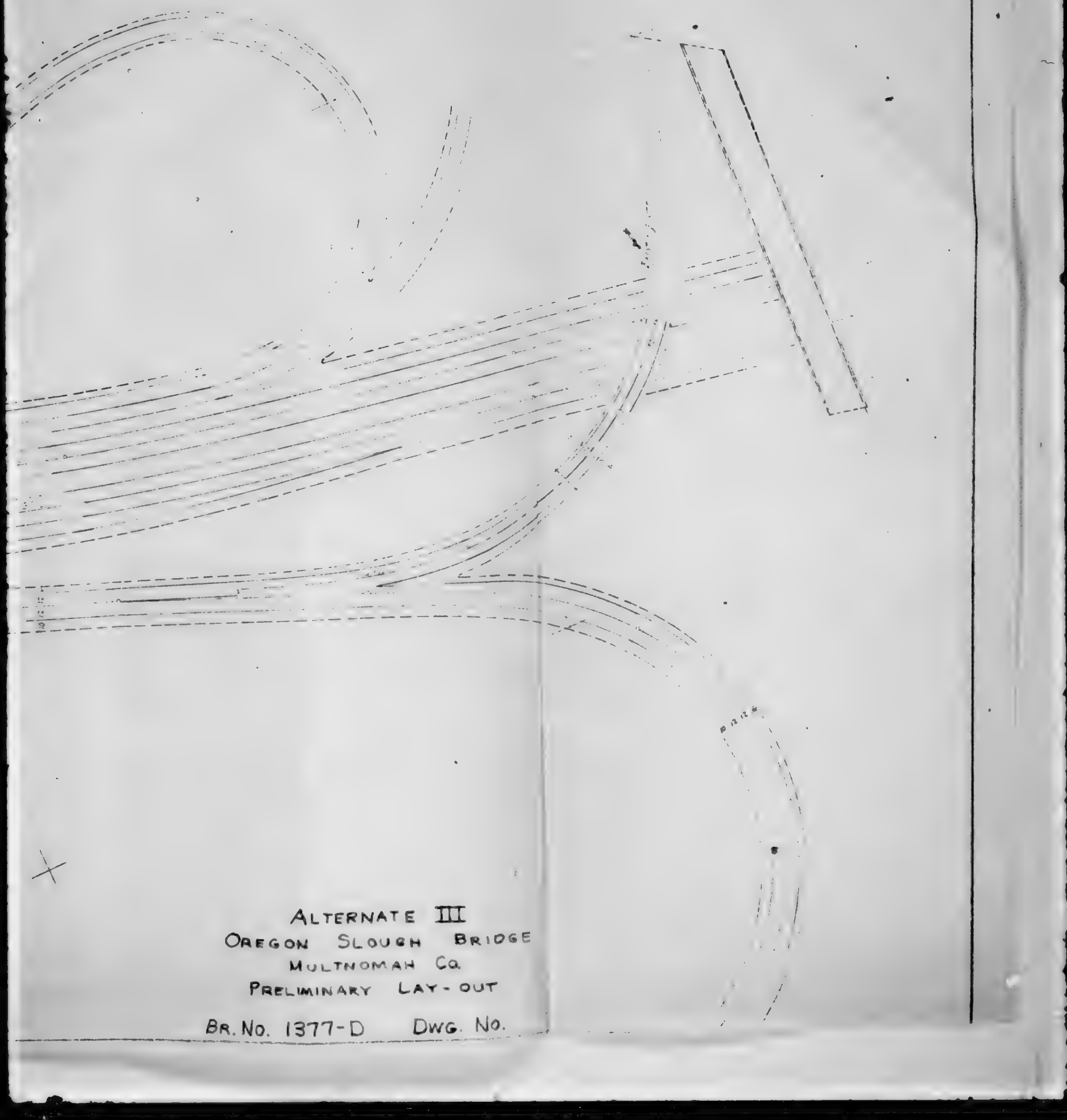
ing Structure
be removed)

OREGON



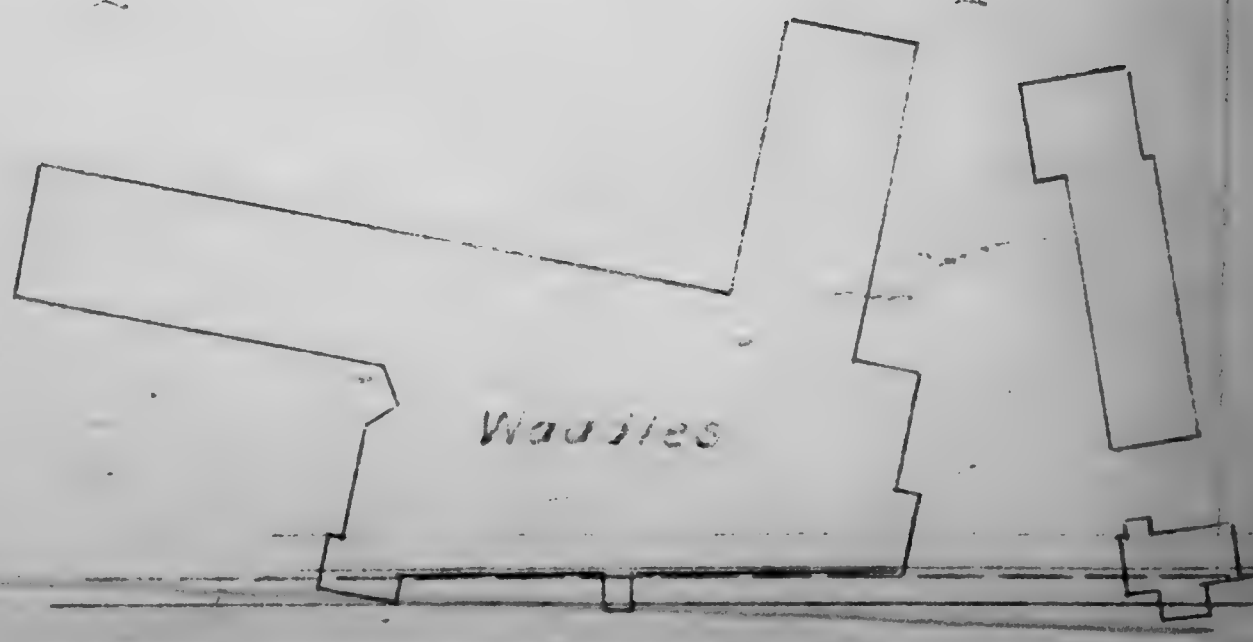
ALTERNATE III
OREGON SLOUGH BRIDGE
MULTNOMAH CO.
PRELIMINARY LAY-OUT

BR. NO. 1377-D DWG. NO.



ALTERNATE III
OREGON SLOUGH BRIDGE
MULTNOMAH CO.
PRELIMINARY LAY-OUT

BR. NO. 1377-D DWG. NO.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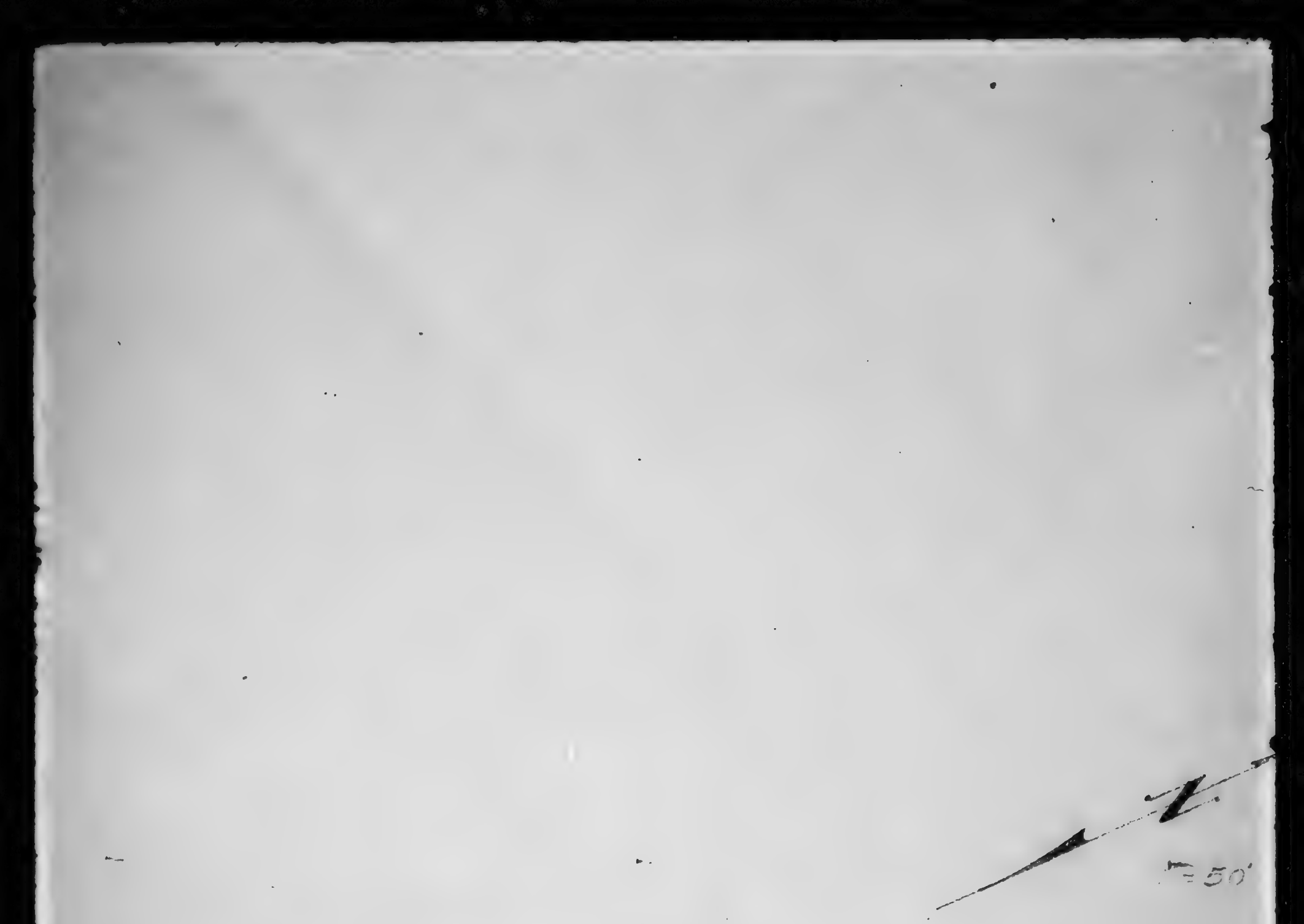
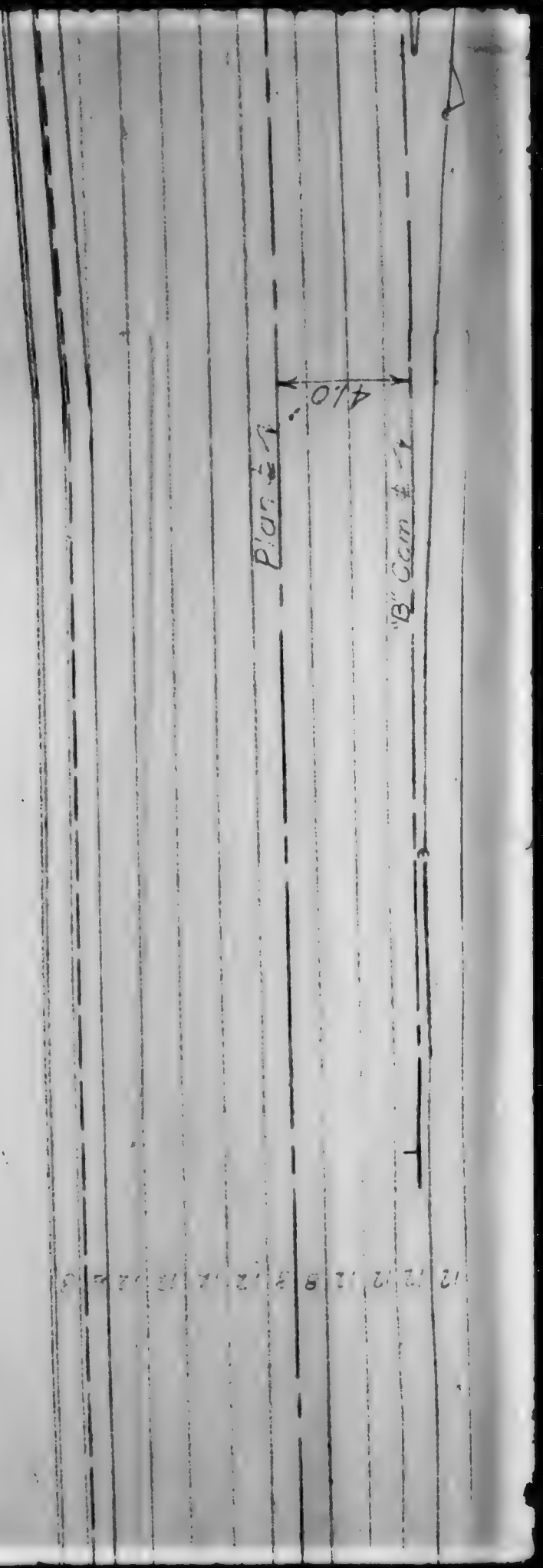
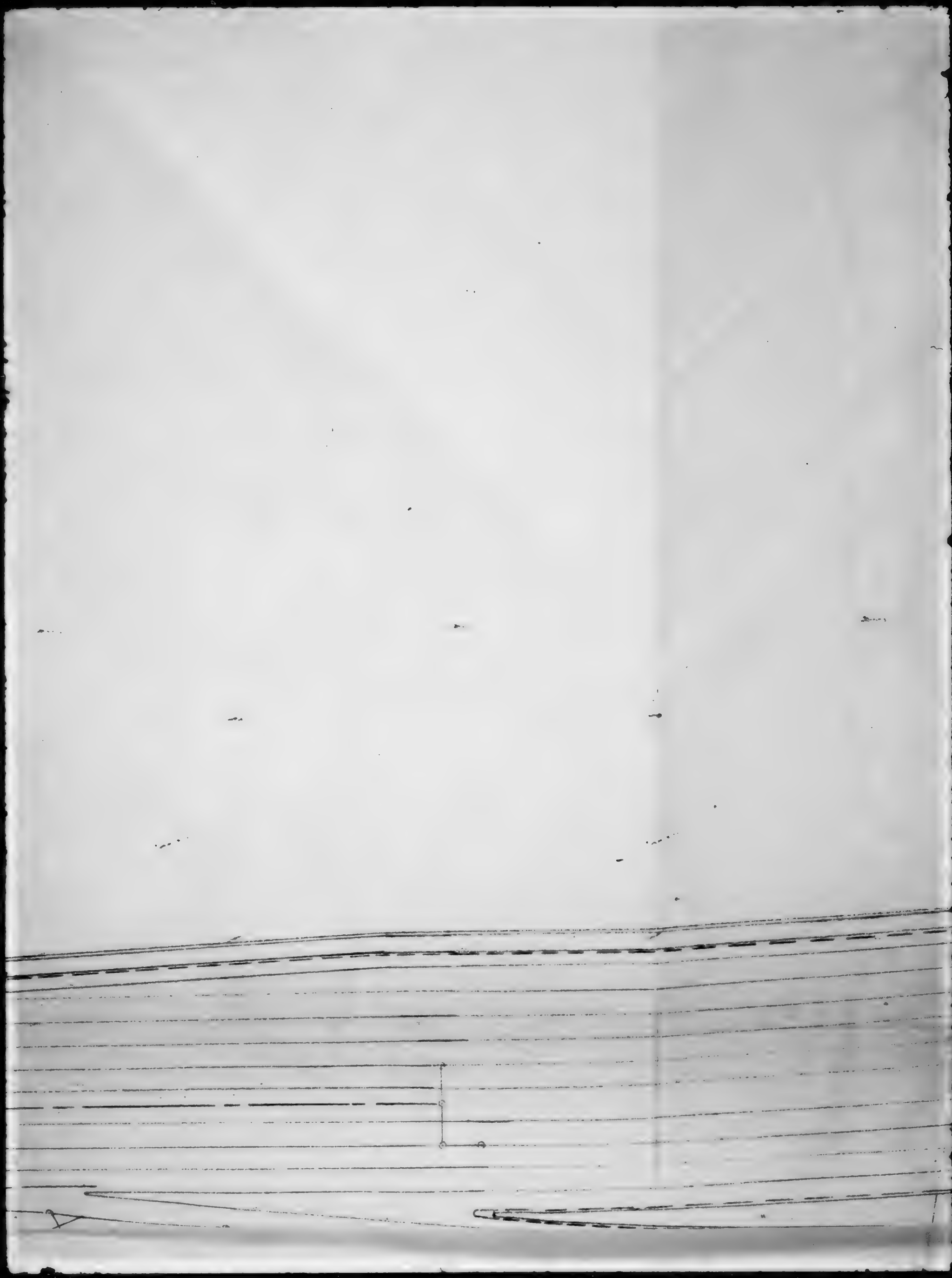
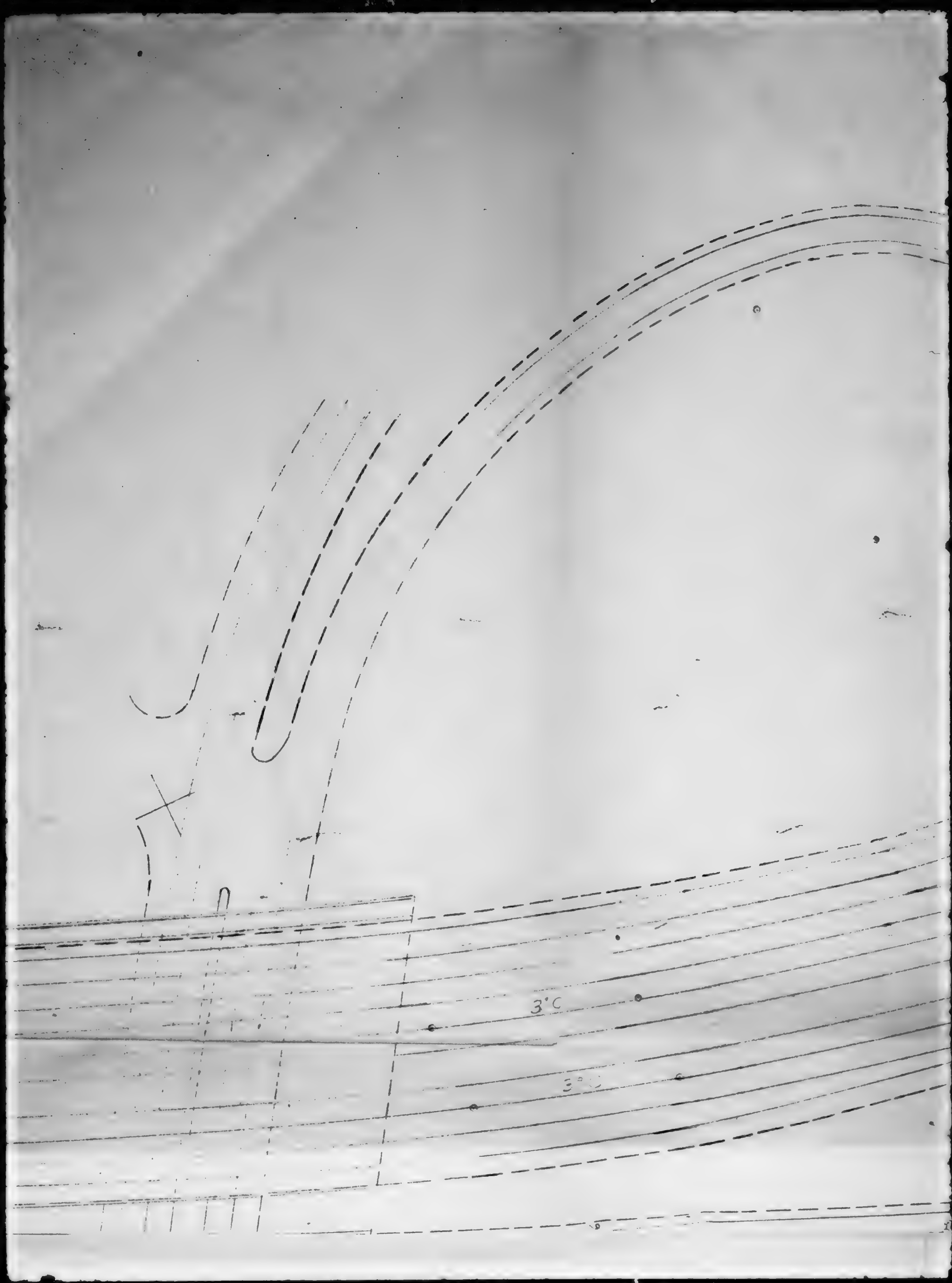


SLOUGH



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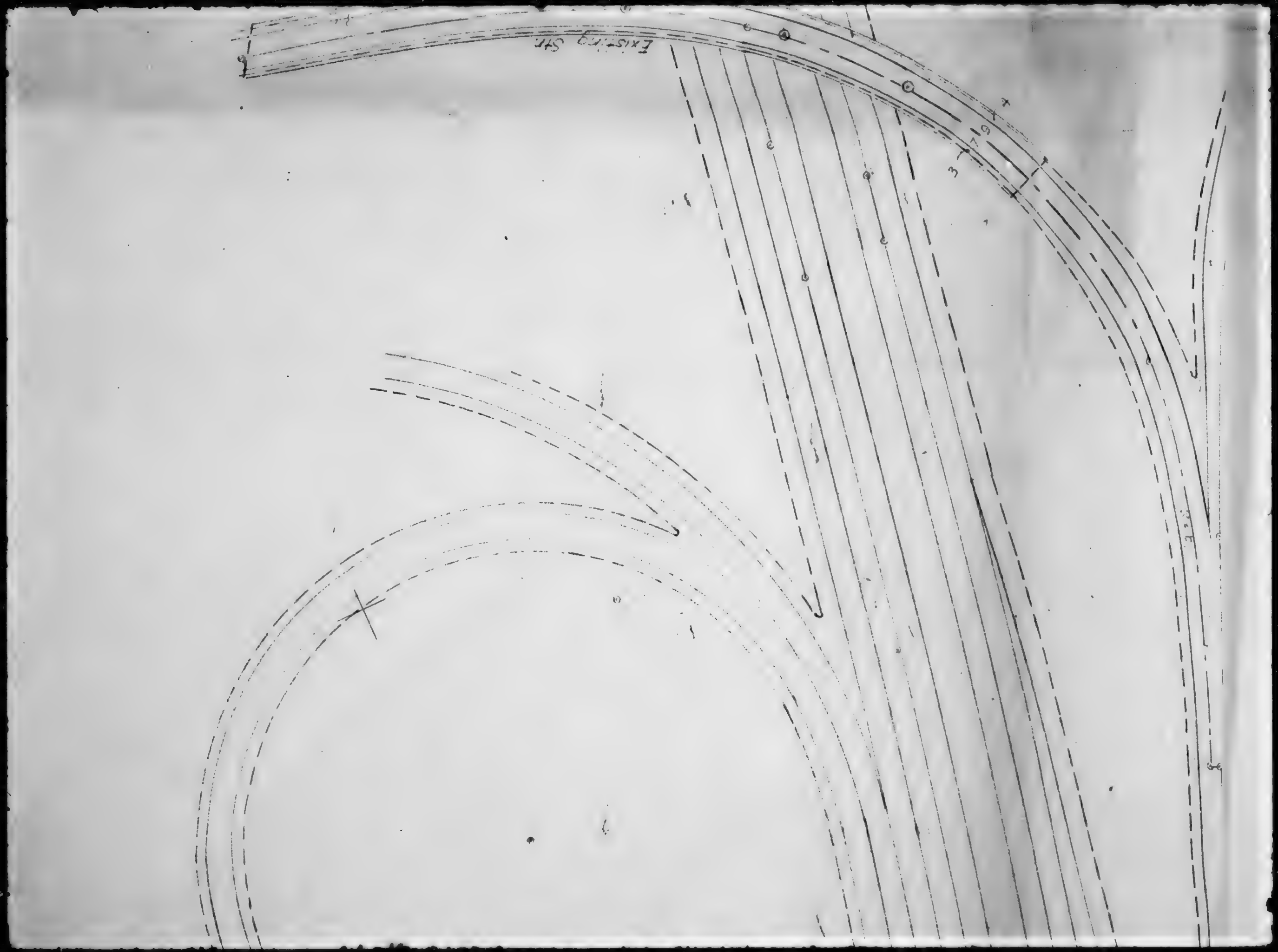
EXISTING STR.
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9
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EXIST

(2)

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715,500

OREGON

"B" Cam ± 1

715,000

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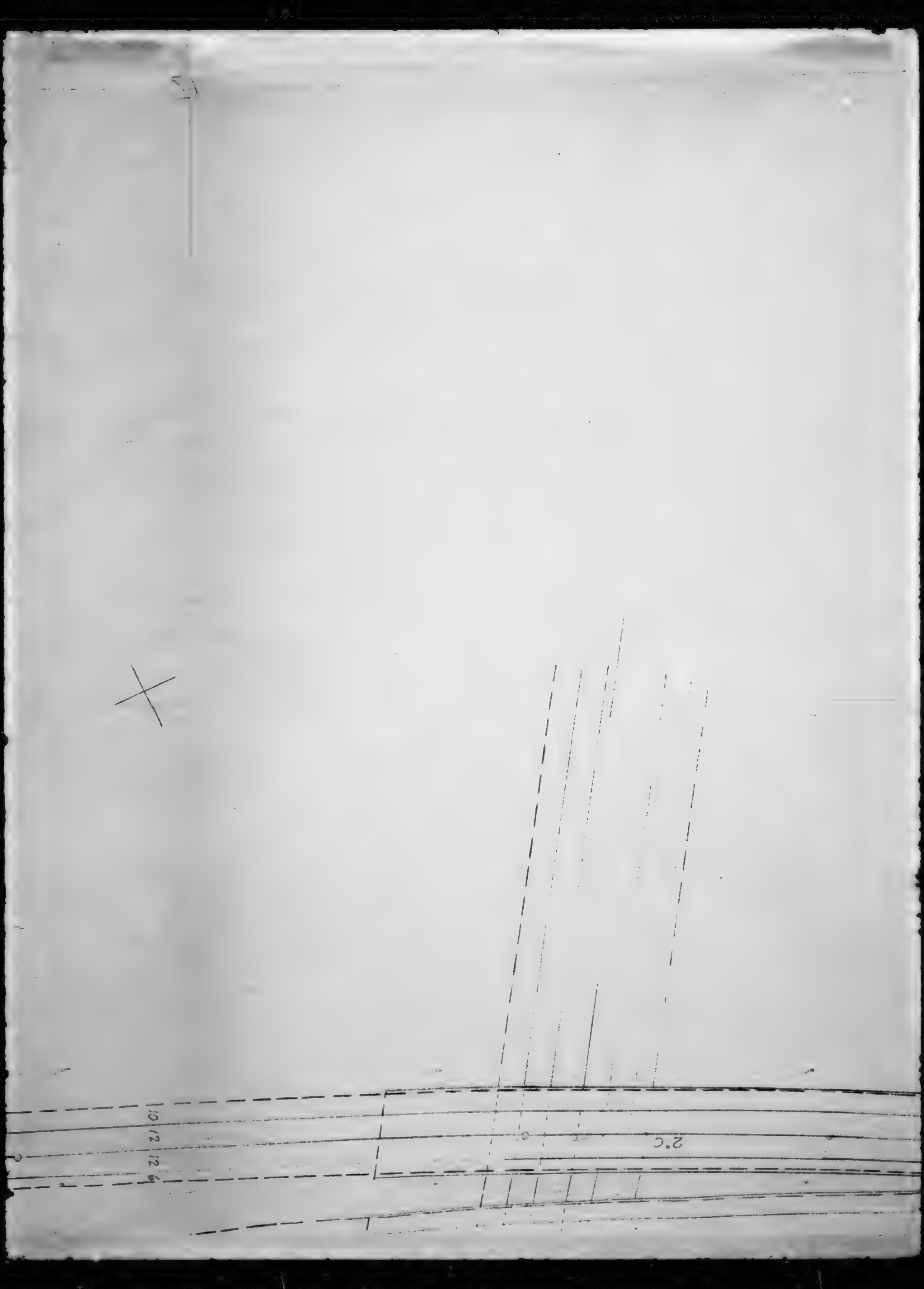
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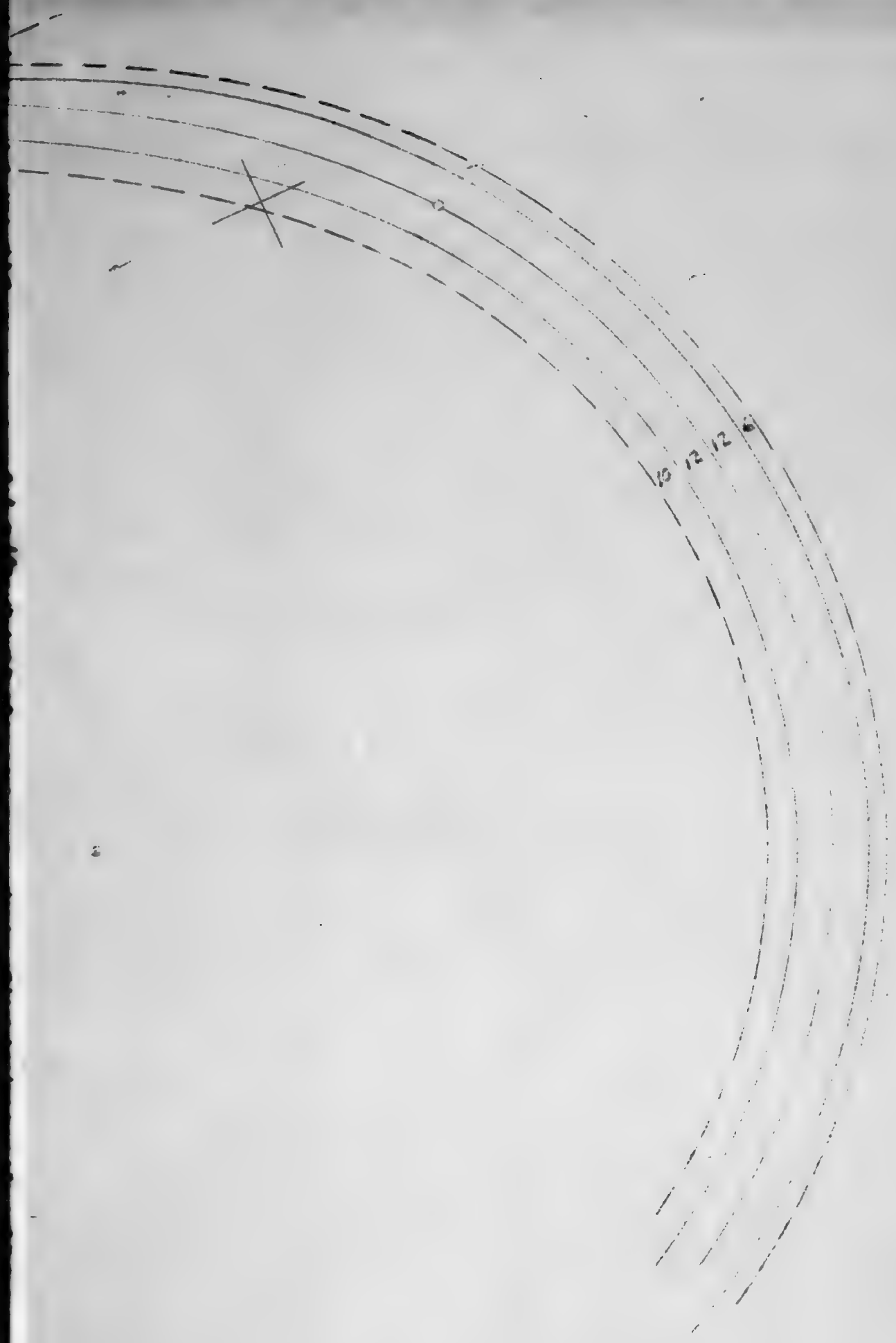
PROPOSED

SHOWING TIE-



ROPOSED OREGON SLOUGH STRUCTURE
UG TIE-IN TO EXISTING MINNESOTA FREEWAY

RECEIVED
APR 1? 1972
FOR FILING

April 12, 1972

Mr. Robert Gilsdorf
1801 North Jantzen
Portland, OR 97127

Dear Mr. Gilsdorf:

Thank you for your letter and clipping concerning the "beer bottle" incident in North Portland. You are correct in the statement that a bad condition does exist at this point. It is scheduled for reconstruction; however, it has not carried such a high priority as some judgments might indicate. It is in the planning stages at the present time.

The Maintenance Section personnel did respond promptly to the emergency but were extremely hampered in clean-up operations by the same fact bothering everyone else; namely, the jam up of traffic. We certainly can appreciate your concern in regard to this matter and have made contact with both the City and State police with respect to improved plans of traffic handling under similar conditions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms

bc George M. Baldwin
F. B. Klaboe
L. W. Rullen

1801 North Jantzen,
Portland, Oregon 97217.

April 6, 1972.

Oregon State Highway Department,
Oregon State Highway Building,
Salem, Oregon 97310.

Attention: Mr. Tom Edwards,
Chief Engineer.

Dear Sir;

About six years ago I wrote a letter to your office regarding the horrible situation on the south end of the Interstate 5 bridge over the Oregon slough between Hayden Island and the Oregon mainland. Your prompt answer outlined that this problem would be taken care of with future reconstruction of the bridge.

During the time since my letter, thousands of dollars have been spent maintaining the mediam barrier and guardrail on the bridge. In addition to this expense, the man hours lost caused by traffic tie-ups must amount to an additional large sum of money.

The fiasco that occurred on Monday morning 3/27/72, was ridiculous. At least the state and city officials could have a plan whereby equipment is dispatched immediately to clear wreckage and debris from this poorly designed corner.

Attached you will find a clipping from Doug Baker's column in the Oregon Journal outlining his difficulties in returning from a northern point.

I believe the public is entitled to an explanation for the poor design of the bridge approach and the apparent lack of organization in removing wreckage from this corner. In addition, I believe the rebuilding of the freeway at this location deserves the highest priority of the Oregon State Highway Commission.

Your prompt attention to this matter would be appreciated.

Cordially,

Robert Gilsdorf.

RG:af
Enclosure.
cc: Mr. Doug Baker,
c/o The Oregon Journal,
1320 S.W. Broadway,
Portland, Oregon.

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

VANCOUVER, WASH., has its points of historical and scenic interest but Washington Street, leading to the Interstate Bridge, is not one of them.

Monday, I spent 2 hours and 14 minutes traveling eight blocks on Vancouver's Washington Street. The car radio kept assuring me it had something to do with a wrecked truck carrying beer bottles just south of the Interstate Bridge.

There wasn't much to do on Washington Street for those 2 hours and more. Some motorists sought out hamburger stands for early luncheons. Rest rooms at service stations along the route did a land office business.

One of the few bright spots was watching a sheriff's deputy from the Clark County sheriff's office directing intersection traffic in a cowboy hat. Apparently, the deputy has watched a number of Italian traffic cops because when a motorist was slow in answering his "come on" signals he would resort to shaping his hands in a prayerful sign which was more effective.

With thousands — not hundreds, as some media sources said — of automobiles backed up beyond Hazel Dell and on all streets leading to the bridge, one can't help but wonder how many thousands of dollars were lost in gasoline and diesel fuel, lost man hours and depreciation of vehicles. Surely, the Oregon State Highway Department should have been able to deal with the emergency in less than the 5 hours it apparently took to clear the wreckage and litter from the highway.

Perhaps the time has come when highway departments will have to follow the example of the Oakland Bay Bridge maintenance people who keep emergency vehicles on the bridge at all times to deal with stalled cars, auto wrecks and other exigencies. Whatever the cost of such a program, it would certainly not outweigh the enormous cost of tie-ups such as that experienced by thousands of motorists Monday.

RECEIVED
MAR 22 1972
FOR FILING

Form FHWA-121 (1)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: A. E. Johnson

DATE: March 20, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5(6)308
Oregon Slough

We received the Corps of Engineers Public Notice 071-OYA-000686 concerning Pacific Northwest Bell's application to place four submarine cables under the Oregon Slough parallel to Oregon Interstate 5. In view of the impending bridge construction proposed at this crossing, we are concerned that it might be premature to place the cable at this location. We have two questions:

1. Will the cable interfere with structure construction?

2. Does the installation of this cable relieve the State of any need to provide phone cables on the Oregon Slough Bridge?

Please review your design and let the Corps of Engineers know if there is a problem.

7BK
Signature illegible
by [illegible]

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-23-72
Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAR 2 1 1972
FOR FILING

MEMO TO THE FILE

March 16, 1972

Cont
Rgt
Proc E

NOTED
A. E. JOHNSON

Pacific Northwest Bell Telephone Cable
Oregon Slough Bridge
Pacific Highway
Multnomah County

On March 14, 1972, I discussed the accommodation of the existing telephone cable on the new Oregon Slough Bridge with Mr. Roy R. Rogers, Supervising Engineer of Pacific Northwest Bell Telephone Company. He advised me that the telephone company has purchased submarine cable to place beneath the Oregon Slough if they are forced to move off the Oregon Slough Bridge. The telephone company has also proceeded to apply to the Corps of Engineers for a permit for the submarine installation. I explained to Mr. Rogers that it was our intention to accommodate their existing cable on the new bridge, and that the plan, as proposed, is to build a new bridge in place of the existing bridge. However, this concept had not been approved by the Federal Highway Administration as yet, and until it was, we could not give them any positive advice as to how the cable may be accommodated. I also advised Mr. Rogers that before they proceed with any submarine installation, we should advise them where our footings will be located so they will not conflict with the submarine cable location.

As it stands now, Bell Telephone has sufficient submarine cable on hand today to accommodate this installation beneath the Oregon Slough. The splicing time, after the cable is installed, would take several months to complete. The permit from the Corps of Engineers will be processed and obtained by the telephone company should it become necessary to have the existing cable removed from the bridge and placed beneath the slough. I told them to do no installation work until they have heard from us with regard to the plan for the new bridge.

He was left with this understanding: we will design our bridge, if possible, to accommodate the existing cables. Any additional expense generated to accommodate these cable in the construction will be paid by the telephone company. This will be estimated in advance by the State and a lump sum will be requested from the Company. Messrs. Wallace and Ellison of the Bridge Section were also advised of this, and they are proceeding with the bridge design with these factors in mind.

Mr. Rogers advised me that an additional cable will be placed on the bridge within the next three months, and also that accommodation for about 9 ducts should be made on the new bridge. I advised him that we would continue to press the Federal Highway Administration for a decision so that this project may proceed and their cable relocation may be properly handled.

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. E. Simpson
A. E. Johnson
W. J. Hart
H. S. Coulter
Jack Hesla

RECEIVED
FEB 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: February 14, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

2-18-72

SUBJECT: Oregon Project I-5-6(-)308
Oregon Slough Bridge Preliminary Bridge Plans

Preliminary plans for replacement of the Oregon Slough Bridge are approved subject to the comments below:

1. Serious consideration should be given to eliminating Stage III in the construction sequence where heavy traffic would be moving on both sides.

2. Careful consideration of work must be anticipated to protect the old structure foundation during peak high water periods. This is especially true with regard to the placement of cofferdams for construction of the new piers. Since the cofferdams will cause a significant reduction in channel area, especially with the old piers still in place, cofferdams for the new piers should be installed alternately, and the number present in the channel at any one time should be limited. Also, before construction of succeeding cofferdams, earlier ones should be completely removed from the channel. Although Oregon Slough is relieved by the Columbia River during high flow periods, too many cofferdams in place simultaneoulsy could cause high local velocities and possible destruction of the old piers.

3. We feel that riprap will not required. In a movable channel bed such as this it would probably be adequate to allow the bed to recover naturally after removal of the cofferdams rather than requiring special backfill material over the footings.

We feel that six lanes must be maintained through construction utilizing portions of the old structure. Constructing a temporary facility adjacent might economically facilitate a two stage construction operation.

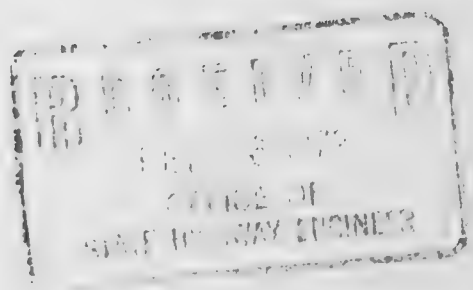
We also suggest that consideration be given to an ultimate weaving lane southbound between the two interchanges. This lane will be necessary in

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

the future when the existing four lanes are widened to six. The additional width of 8 feet required for this lane should be provided now, and properly delineated for interim operation.

May we have your reply to these comments.



-79-

RECEIVED
DEC 21 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

NOTED
A. E. JOHNSON

Oregon Slough Bridge
Jantzen Beach Interchange
Columbia Slough Section
Pacific Hwy., I-5
Multnomah County
Bridge No. 1377D

As a supplement to our letter of November 2, 1971, we submit this additional information.

Attached are five copies of a hydraulic report dated November 2, 1971, which is supplemental to the reports previously submitted.

Also attached are five prints of Drawing 27557. This drawing has been revised to show bhe riprap placed directly on the footings rather than at the present streambed elevation.

The traffic staging plan for the bridge replacement is essentially the same as for the bridge widening. This is shown on previously submitted Drawings D-1, D-2, and D-3.

The use of concrete piling at 50 tons bearing, rather than timber piling, permits a reduction in cofferdam, seal and footing size. This results in some reduction in the estimated over-all substructure cost.

On the basis of the above discussion and our previous submittals, we ask that you approve complete replacement of the existing structure.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Walter J. Hart
Bridge Administration Engineer

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LLW/ag
Attachments
cc: A. E. Johnson
L. Young
V. Skoog

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 2, 1971

To:

Mr. Ivan D. Merchant
Bridge Engineer
Building

SUBJECT: Replacement of Oregon Slough Bridge
Interstate 5
Multnomah County

1 Hall
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Yost

RECEIVED
DEC 3 - 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

The original bridge was constructed in 1916 and widened on the downstream side in 1956. It has been proposed to replace the existing structure with a single bridge 125 feet in width.

Footings of the existing structure vary in depth from a -11 feet to a -28 feet. They are "perched" on piling above the streambed, which has scoured out to a -30 feet, and are protected individually by riprap in a cone shape. One cause of scour has been the constriction of the channel by the buildup of houseboat developments and marinas along each bank. Loss of riprap placed around the piers in 1960 (and since replaced) was attributed to dredging by Hayden Island, Inc. downstream from the bridge and along the right bank. Presently, a hole to an elevation of -30 feet exists downstream from the bridge for a distance of 1500 feet; sounding charts indicated that this hole has been down to an elevation of -61 feet in the past. Upstream from the Burlington-Northern Railway Bridge (which is about one mile downstream from the Interstate Bridge) the Port of Portland and General Construction have dredged the channel to an elevation of -27 feet for a length of about 1500 feet. Farther downstream and extending from the mouth of Oregon Slough to 1500 feet above the crossing of the Bonneville Power Line, the Port of Portland has dredged the channel to an elevation of -45 feet for the use of ocean-going ships which will operate out of the Rivergate Industrial Park south of the slough.

The bottom elevations of the proposed bridge footings are -50 feet for those piers located in the main channel with Piers 1 and 6 at -30 feet and -40 feet respectively. This should place them safely below possible scouring action in the future. I feel that riprap is not necessary around the piers at the elevation of the present channel bottom; rather, if it is used at all, it

REFERRED TO

should be placed directly on the footings which would allow the channel floor to scour without undermining the riprap. The distance from the top of the riprap to the present channel bottom could be backfilled with natural streambed material.

The proposed structure will span the same channel width as does the existing bridge which handled the design flood of 194,000 cfs (1948) without difficulty. Present regulation of the Columbia River places a flood of 1948 magnitude at a 10,000-year (?) frequency.

Victor D. Wolfe
Location Engineer

By Richard L. Lenz

Richard L. Lenz
Hydraulics Engineer

RLL:jp
cc: Frank Hall
Jerald Backstrand

HYDRAULIC DATA		
(1973 CONTROL)	Design Flood	Max. Flood yr. (,)
Discharge-c.f.s.	194,000 cfs	194,000 cfs
Frequency-yrs.	* 100 yrs +	25 yrs
H.W. Elevation Natural Channel	32.8 ft	32.8 ft
H.W. Elevation Channel Change		
Velocity-f.p.s.	4.5 fps	4.5 fps

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

* Present regulation of Columbia River brings the 1948 flood to a 10,000 year frequency.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

OREGON SLOUGH - I-5 BRIDGE

APPROVED:

BRIDGE ENGINEER

DATE _____ BRIDGE NO. _____

DESIGNED _____

DRAWN _____ DRAWING NO. _____

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Oregon Slough Bridge
Jantzen Beach Intch.-Columbia Slough Br. Section
Pacific Hwy., I-5
Multnomah County
Bridge No. 1377D

As a supplement to our letter of October 1, 1971, we submit this additional information.

Attached are five copies of a supplemental hydraulic report and five prints of the full cross-section of Pier 3. The substructure shown on this drawing is typical of the construction proposed for the river piers.

A further analysis of the design of spans 3, 4, and 5 indicates a reduction of the number of precast girders and box stems in the poured-in-place section. A reduction in the haunch depth is also possible. The reduced number of stems is shown at Pier 3 in the attached drawing. Pier 4 would be similar.

Along with a reduction in footing, seal, and cofferdam size (possible with an allowable load of 50 tons on the concrete piling), the above changes result in an estimated cost reduction from the previously stated $8,478,300 to $8,015,000, for the proposed complete replacement. Comparison of the $5,117,000 estimated cost for the widening plan, as mentioned in our October 1, 1971 letter, with $8,015,000 for the complete replacement, results in a difference of $2,898,000.

On the basis of the above discussion, we ask that you approve complete replacement of the existing structure.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

LIW/ag
Attachs.
cc: Tom Edwards
A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9903

10-28-71

OREGON SLOUGH BRIDGE WIDENING
INTERSTATE 5
Multnomah County

Analysis of Scour

A request was received from the Bridge Section for profiles and cross sections of Oregon Slough downstream from the Interstate 5 structure to be accompanied by an analysis of the scour characteristics of the slough. Several sounding charts dating from 1912 to 1970 were received from the Corps of Engineers and the Port of Portland to aid in our analysis. Profiles and cross sections were taken with a recording fathometer mounted on a boat on the 25th of August, 1971, by Jack Davis, Foundations Unit of the Bridge Section, and Richard Lenz, Hydraulics Unit of the Location Section. There was a tide variation of about two feet during the operation and all profiles were taken in a downstream direction on an out-going tide. The fathometer records were adjusted to M.S.L. datum (1947 adj.) and replotted. Contact was made with Mr. Heineman of the Port of Portland and Ken Webber of their Engineering Department, Mr. Buell of Hayden Island Inc., the manager of Pier 99 Marina, and Mr. Danaher who has had a moorage for many years about three-fourths mile upstream from the Interstate Bridge.

Study of the dredging charts and information from the people contacted, plus our own observations made during the study, results in the following conclusions:

1. Wherever the channel is narrow, either naturally or because of developments along its shores, the streambed elevation is low.

2. Wherever the channel is wide, the slough is shallow and periodic dredging is necessary to maintain a ship channel.
3. Streambed material in the slough is readily transported when the flow velocities increase and is deposited quickly as the velocities decrease.
4. Deep pools are formed downstream from natural or man-made obstructions in the channel, apparently the result of turbulence created by the obstructions.

HISTORY OF OREGON SLOUGH DEVELOPMENT

Inspection of the 1912 dredging chart indicates that from the outlet of Oregon Slough upstream to Milepost 4, which is about one-half mile upstream from the Burlington-Northern Railroad Bridge, the channel depth varied from three feet to a maximum of 15 feet with an average depth of about eight feet. A 20-foot-deep ship channel was authorized prior to 1912 and in an effort to force the channel to self-scour, a series of dolphins was constructed about 1923, extending into the channel from both north and south banks upstream from the outlet to within one-half mile of the railroad bridge. According to Mr. Heineman these were reasonably successful, but dredging, to a lesser degree, was still necessary.

Besides the present-day channel, there was a wide overflow channel between Hayden Island and Tomahawk Island which carried water into the slough during high stages of the river. The combined flow from these two channels together with the narrow channel immediately downstream from their confluence resulted in a deep scour hole. The

1912 sounding charts show that the bottom of the hole was at a -61-foot elevation.

In 1898 both channels were traversed by a pile dike which greatly obstructed flow into the slough from the river. Sometime between 1912 and 1921, the dike was partially opened in the present slough channel, again allowing water to flow unobstructed. The 1921 sounding chart shows that some aggradation had taken place, with the elevation at that time at -54 feet; the most recent soundings show that it has filled to an elevation of -25 to -30 feet. This gradual deposition shown on successive dredging charts from 1912 to the present indicates that flow velocities have decreased probably (1) because the dike obstructed water from entering the slough through the channel between Hayden and Tomahawk Islands, (2) because of increasing flood control afforded by dams since 1937, and (3) because the channel area at the hole was too excessive for the reduced flow. It is assumed that the -25 to -30-foot elevation is at or near the point of equilibrium and therefore, further deposition will probably not occur. Recent dredging in the slough by the Port of Portland has uncovered a stratum with high clay content at depths of -15 to -27 feet, extending upstream to within 1500 feet of the deep hole. Since they stopped dredging at this point, it can only be assumed that this clay continues upstream to the proximity of the hole, and that this stratum is probably the reason the hole has not extended further downstream.

Streambed material in the slough is a fine sand with no cohesive material and is easily disturbed and transported; the existence

of two deep holes upstream from the Interstate Bridge resulting from obstructions in the streambed illustrates the erodibility of this material.

The first of these obstructions--the remains of the old trolley jetty between the mainland and Hayden Island--is located about 2500 feet upstream from the bridge; the southerly end of this jetty was blasted out to create an opening of about 200 feet wide for boat traffic. A hole extends for a distance of about 1000 feet downstream from the jetty and is about 30 feet deep; for the remainder of the distance to the bridge the slough is shallower, ranging in depth from -10 to -15 feet (from sounding charts and our latest fathometer profiles).

The second obstruction is about 3900 feet upstream from the bridge and extends diagonally across the channel, almost parallel to the old trolley jetty. Its position indicated that it is the remains of the 1898 pile dike mentioned previously. Soundings indicate depths of 30 feet immediately upstream from the "dike" and depths of 45 feet downstream and adjacent to the left bank. This is in the vicinity of the moorage belonging to Mr. Danaher, whom I had contacted during the study. He stated that the hole has been as deep as 60 feet and that the Corps of Engineers has dumped considerable riprap into it in an effort to fill it--with no success. Scour which occurs there is undermining the bank, causing it to cave in and endangering his buildings and parking lot. It might be mentioned that an 85-foot tugboat sank at his moorage and salvage operations failed to locate it; the tug was later found a short distance downstream by a clamshell operating in the area and the superstructure was removed as a danger to navigation. This

erosion is further illustrated by the existence of elongated scour holes extending downstream from the ends of pile-dike dolphins.

EFFECTS OF DOWNSTREAM DREDGING ON THE SCOUR PROBLEM

At the public hearing on revisions in the channel depths held by the Corps of Engineers on December 10, 1970 and in correspondence involving permit applications for dredging, two landmarks have been used as common reference points--the Bonneville Power line crossing at M.P. 2.2. and the Burlington-Northern Railroad bridge at M.P. 3.57. The following information given by milepost can be correlated to these landmarks.

In 1968 the Port of Portland dredged from the mouth of Oregon Slough to M.P. 1.35 to a depth of -45 feet M.S.L.; they then moved up to M.P. 2.5+ and dredged downstream to M.P. 1.4 to a depth of -45 feet M.S.L., leaving a ridge in the channel between M.P. 1.35 and 1.4 for no particular reason other than that they had dredged sufficient material at that time for the Rivergate project. From M.P. 2.5 the streambed rises uniformly from -20 feet to less than -10 feet at the railroad bridge and then deepens gradually toward the deep hole discussed previously which is 1000 to 1200 feet downstream from the Interstate Bridge. The Interstate Bridge and the deep hole are in a narrow portion of the slough while the railroad bridge is located at a point where the slough is almost twice as wide.

Dredging at the lower end of the slough would, theoretically, lower the water surface gradient causing a lower water elevation at the upper end of the dredging; the water elevation in this reach is controlled by fluctuations in the river stage at their confluence. The lowered

water surface results in an increased hydraulic gradient for a short distance upstream from the end of the dredging resulting in an increased flow velocity which upsets the equilibrium established at the streambed-water interface and scouring begins; theoretically, this scouring could gradually move upstream to the far end of the slough.

The previous theories would be true if (1) the cross section of the slough were uniform, (2) the bed material were completely homogeneous, and (3) the increase in the slope of the hydraulic gradient were large; however, the channel is not uniform but widens out in the vicinity of the railroad bridge and then narrows down gradually further upstream, and the increase in the slope of the hydraulic gradient is small. Both of these conditions would tend to prevent extensive progression of streambed scour in an upstream direction from the end of the dredging limits. Further verification for the statement that scour upstream from the dredging will probably not occur is the fact that the streambed material is not homogeneous since recent dredging at M.P. 4.0 has uncovered a stratum containing 90% clay which in itself prevents the scour hole from progressing further upstream.

SCOUR AT THE INTERSTATE BRIDGE

The latest riprap placement around the piers in 1968 was required to replace riprap which apparently sank out of sight as a result of dredging at the moorage belonging to Hayden Island, Inc. immediately downstream along the north bank. The riprap, which was placed around each pier in the shape of a cone, restricts the passage of water and causes increased turbulence between the piers, resulting in scour of

exposed bed material between adjacent cones down to an elevation at which a state of equilibrium is once more established. An overlay of the profiles taken December 1970 and August 1971 indicates a degradation of the streambed of 5 to 10 feet in the reach 1000 to 1200 feet downstream from the bridge. This scour was probably caused by the summer runoff in the Columbia River and it is conceivable that aggradation during the ensuing months to the summer runoff next year will occur and the scour hole will fill to a -25 elevation.

Records depicting degradation and aggradation during any given calendar year are non-existent. Taking profiles of the streambed is relatively easy and can be accomplished in a day's time; therefore, to establish a continuous record which would give us information on these two processes as well as more information on the effects of dredging, it is suggested that profiles be taken every three months during the year, making sure that at least one is obtained shortly after the summer runoff. It would also be excellent background information to have a profile during the height of the peak runoffs, since little is known about scour during a flood. It is possible that during the height of a runoff the bed of the stream could be many feet lower, undermining the riprap and exposing the piling, and as the flood recedes, material would redeposit around the pier footings.

SUMMARY

Bottom elevations for the existing bridge pier footings vary from -11 feet at Pier 3 to -28 feet at Piers 5 through 8. The latest

profiles show that the streambed is about elevation -12 near Pier 3 and is as deep as -30 feet between Piers 6 and 7. This would appear to be an adverse condition since the standard practice is to have the tops of the footings below the streambed. Development along the banks of the slough near the Interstate Bridge has decreased the effective width of the slough thus encouraging scour to regain the lost cross-sectional area. Dredging by the Port of Portland in 1969 to a depth of -45 feet from the lower end of the slough to M.P. 2.5 does not appear to have caused any problems further upstream at the railroad bridge and would not have progressed past the area of high clay content mentioned above.

It is suggested that dredging immediately downstream from the bridge should probably be limited to -15 feet downstream to the area of high clay content (M.P. 4.0 or 1500 to 3000 feet downstream). In addition, the streambed beneath the bridge should be raised and protected by a filter blanket and riprap for the entire length of the bridge and also, for a short distance downstream to provide a flexible apron. Finally, streambed profiles should be taken every three months at specified times to correlate movements of the streambed due to high and low discharge periods on the river.

Richard L. Lenz
Hydraulics Engineer

October 28, 1971

1" = 20' Vert.
1" = 500' Horiz.

A B C

0

-20

-40

Left

Water Elv. 12-21-70
Columbia River Datum

Water Elev. 8-25-71

Interstate 5 Bridge

B C

Downstream

℄ Profile

DEC. 1970

AUG. 1971

-25

-45

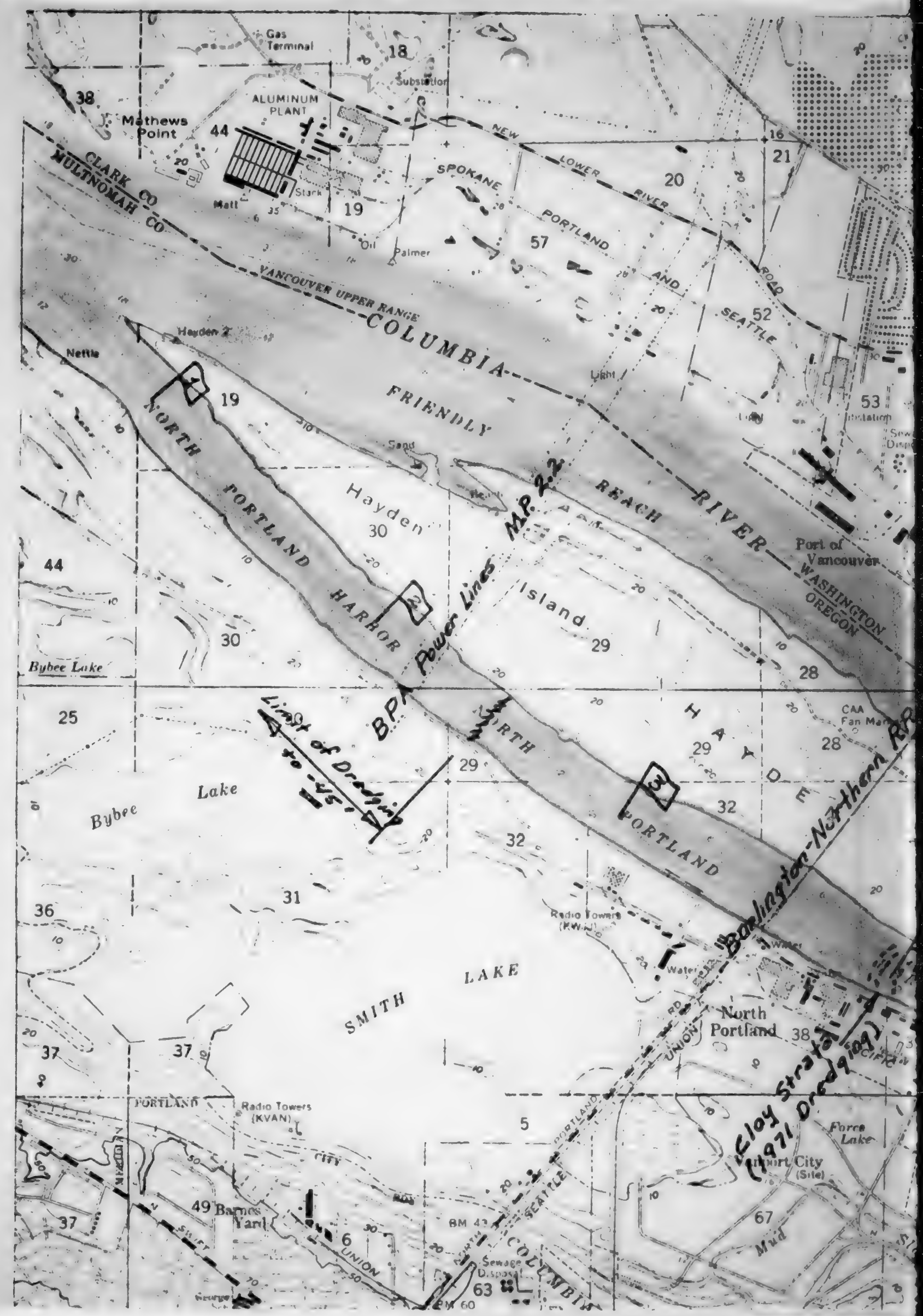
0

A B C

-20

Right

Section parallel to shoreline midway between piers 5 & 6


Gas Terminal
18
Substation
38
ALUMINUM PLANT
Mathews Point
44
NEW LOWER SPOKANE RIVER
PORTLAND AND SEATTLE ROAD
CLARK CO
MULTNOMAH CO
Matl
Stark
19
20
21
16
Oil
Palmer
57
VANCOUVER UPPER RANGE
COLUMBIA
Hayden 2
52
Nettle
Light
53
FRIENDLY
NORTH PORTLAND HARBOR
19
Sand
Hayden
30
M.P. 2.2
REACH
RIVER
Port of Vancouver
WASHINGTON
OREGON
44
Power Lines
Island
30
29
28
Bybee Lake
25
Limit of Dredging
BPA
NORTH
29
HAYDEN
CAA
Fan Mar
Lake
Bybee
32
PORTLAND
Burlington-Northern R
31
36
Radio Towers (KWJJ)
LAKE
SMITH
North Portland
38
37
37
PORTLAND
Radio Towers (KVAN)
5
Clay Strata (1971 Dredging)
Force Lake
CITY
Airport City (Site)
49 Barnes Yard
37
6
UNION
BM 43
SEATTLE
67
Mud
Sewage Disposal
63
BM 60

VANCOUVER
COLUMBIA RIVER
REACH
ISLAND
FRIENDLY
CLARK CO
MULTNOMAH CO
WASHINGTON
OREGON
Kiggins Bowl
Leverich Park
Lincoln Sch
Water
Roundhouse
Fruit Valley Sch
Hudson
Cartee Park
Hannaway Jr High Sch
Washington Sch
Lewis Jr HS
Fort Vancouver High Sch
Artaud Sch
Sewage Disposal
Hough Sch
BARNES GEN HOSPITAL
CLARK COLLEGE
Hudson Bay High Sch
Washington Sch for the Deaf
Providence Academy
Harney Hill Youth Center
Harney Sch
Fort Vancouver Nat Mon
Military Res
Pearson Airport
Port of Vancouver Terminal
Shipyard
Ryan Point
Amusement Park
Lotus
Tomahawk Island
Bath
Light
Radio Towers (KGW)
Faloma
Columbia Sch
Water
Columbia Edgewater Golf Club
Portland International Airport
Slough
Delta Park
Trolley
I-5
MP 12
MP 13
RR MP 3.5
BM 48
BM 43
Spokane Portland & Seattle
Vancouver
Mill Plain Blvd
Evergreen
Nicholson Road
4 Lane
5 Lane
NE 75 Marine
NE Union
NE Marine Drive

1" = 10' Vert
1" = 100' Horz.

Note: The location of the longitudinal runs as shown on cross sections are approximate.

Elevation Datum = Mean Sea Level 1947 Adjustment

Run #3
South Side

Rock Jetty of old Jantzen Beach Trolley

Run #2
Stream ℄

Run #1
North Side

1" = 20' Vert.
1" = 500' Horz.

C.R.D.

Columbia River Datum

Interstate Bridge

Water Elevation

5

KEUFFEL & ESSER CO.
MADE IN U.S.A.

K•E STANDARD ● CROSS SECTION

Burlington-Northern

Pier

Pier

Pier

...n from R. R. Bridge

Run #1

...stream from point "E"

Pier 6

Pier 7

Pier 8

...m from I-5 Bridge

C

D

E

...ahan 8-25-71

C

D

E

C

D

C

F

4

DOWNSTREAM

3

Run #3

Run #2

Run #1

505' upstream from Dolphin #4

Dolphin #6

0

-10

-20

-30

-40

-50

5000

7500

10,000

K+E STANDARD

Run #3

Run #2 R

Run #1

Outflow of Pipe

Run #1

Run #3

Run #2 R

500 downstream from Dolphin #4

Bonneville Power

Power Line

Dolphin #8

Dolphin #7

I

Dolphin #6

Dolphin #5

Dolphin #4

Dolphin #3

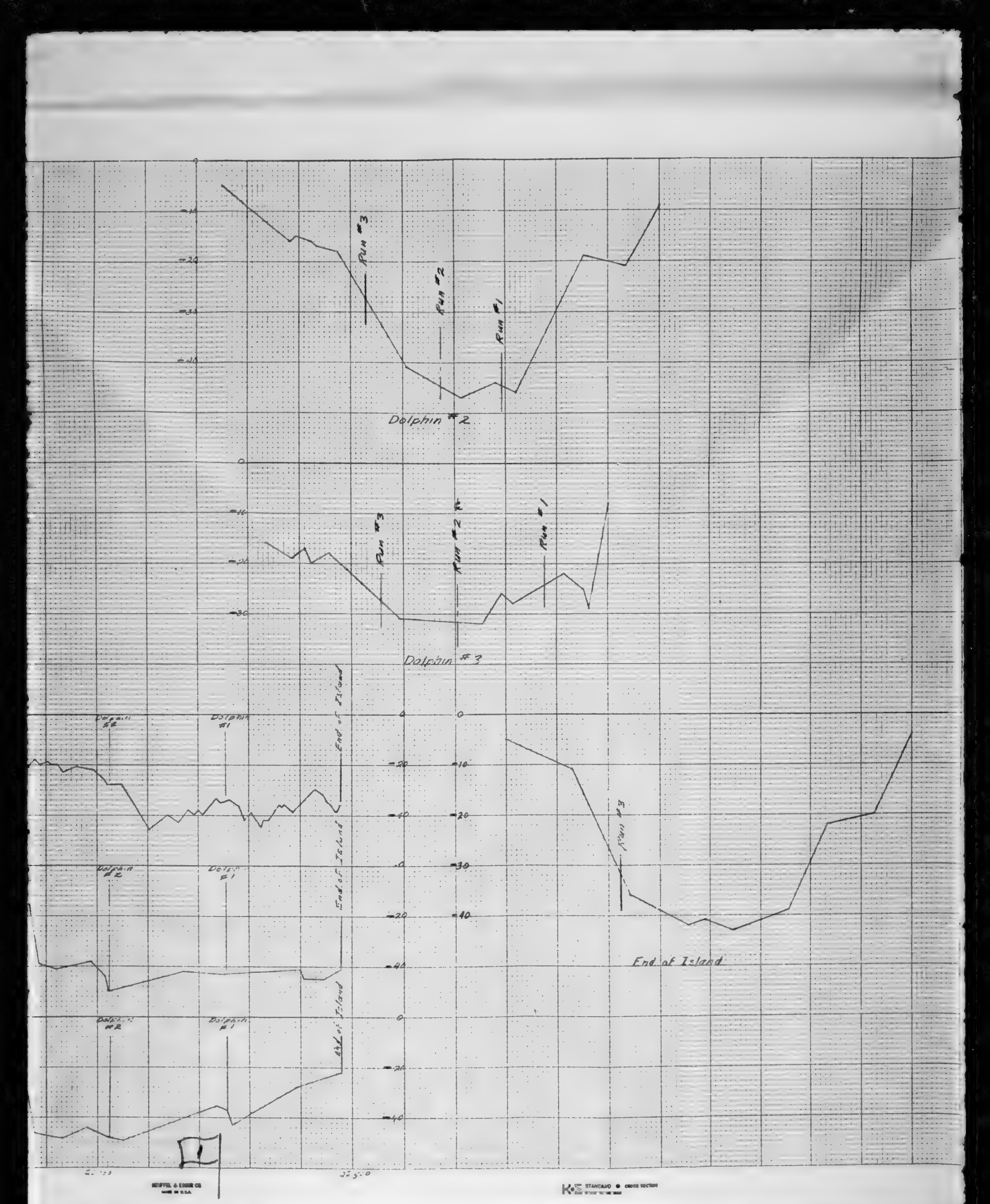
Outflow Pipe

12,500

13,000

13,500

2


Run #3
Run #2
Run #1
Dolphin #2
Run #3
Run #2
Run #1
Dolphin #3
Dolphin #2
Dolphin #1
End of Island
Run #3
End of Island
Dolphin #2
Dolphin #1
End of Island
Dolphin #2
Dolphin #1
End of Island
KEUFFEL & ESSER CO
STANDARD

RECEIVED
OCT 1 1971
FOR FILING

R E Johnson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

390

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Oregon Slough Bridge
Jantzen Beach Interchange-Columbia Slough Br. Section
Pacific Highway - Interstate 5
Multnomah County
Bridge No. 1377D

In regard to your letter of July 8, 1971, concerning the Oregon Slough Bridge, we are enclosing drawings of a proposed replacement structure. These drawings include: preliminary plan and elevation, cross sections at each pier, and geometric sheet.

The proposed replacement structure provides sufficient width for future development to six lanes of Interstate 5, which presently is only four lanes south of subject structure. Both the proposed replacement structure and the previously submitted widening plan, accommodate the entrance and exit lanes for the Denver-Swift Interchange at the south end of the structure. The proposed structure consists of "bulb-tee" precast beam spans with poured-in-place concrete box girder sections at piers 3 and 4. This layout provides a 230-foot channel span.

The pier spacing allows the new piers to be constructed clear of the existing piers. The piers are single column shafts for each of three deck sections, these to be post tensioned together after all stages are completed. The shafts are set on concrete pile footings with seals. For piers 2 through 5 inclusive, the bottom of seal elevation of -50.0 feet is 22.0 feet below the lower existing pier seals. This is to provide for the scour problems evident in current river bed studies and also for any degradation of the streambed due to possible future channel dredging.

The plan for widening of the existing structure requires that a 400-foot wide (200 feet upstream and downstream from centerline of structure) blanket of riprap be placed throughout the length of the bridge as protection against scour and streambed degradation. This blanket should consist of class 100 riprap a minimum of 2 feet in thickness. As the river bottom is considerably lower than the bottom of piers constructed in 1916 and 1956, widening of the existing structure results in a marginally safe condition.

Replacement of the existing structure will allow grade and alignment changes to further improve the curve at the south end from a 3° curve to a 2° 12' curve. The superelevation rate can be decreased sufficiently to eliminate the sawtooth section otherwise required at the south end of the widened structure. Under our original widening proposal, the sawtooth section was required to meet the elevations of the existing girders.

The cost of the proposed new structure based on estimated quantities and including an allowance for engineering and contingencies is $8,478,300. The revised cost of the proposed widened structure to account for the blanket of riprap and the provision for six lanes of traffic on the Minnesota Freeway, the same as provided for on the replacement structure, is $5,117,300 based on estimated quantities with an allowance for engineering and contingencies. A hydraulic and channel study of the Oregon Slough is being made and will be sent to you when it is completed.

We feel that the proposed replacement structure is the most economical and feasible type of structure that meets the site and construction requirements. On the basis of the above discussion, we ask that you approve complete replacement of the existing structure.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

LLW/ag
Attachs.
cc: Mr. Tom Edwards
Mr. A. E. Johnson
Mr. L. H. Young
Mr. V. E. Skoog

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 8, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I5-6(-)308
Oregon Slough Bridge Widening

In March you submitted preliminary plans for widening the Oregon Slough Bridge. The proposed widening would be the second renovation of this bridge which was originally constructed in 1916.

Since the original construction, Oregon Slough has degraded or scoured out in the area of the bridge. The widening that was done in 1956 acknowledged this and called for footings lower than the original construction. Present data now shows the river bottom in some spans to be lower than the adjacent footings. It would seem logical to again place the new footings at a lower elevation, but this solution does not take into account the original footings that are high.

As an alternative to the footing problem, I would like you to make a study of what would be involved to completely replace the existing structure and what it would cost. The replacement structure should be the minimum type possible consistent with the site and traffic. Consideration should be given to concrete type superstructures as well as steel. Alterations to the roadway section should also be considered.

I would expect that the cost for a totally new structure would be more than your reconstruction cost. Some of the increase can be offset by scour protection work that would be eliminated. Hopefully the remaining increase could be offset by having a better, safer structure.

cc:
Bridge

A.E.J.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 13 1971
BRIDGE DIVISION

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 7, 1971

SUBJECT: Proposed Alignment
Oregon Slough Bridge
I-5 Freeway

To: Frank Hall
Design Engineer
Salem

Attention: A. D. Olson

Our Design Section has revised the alignment at the southerly end of the proposed Oregon Slough Bridge. This proposal seems to have several advantages, and it is recommended that this proposal be adopted.

Attached is a copy of Mr. Limbocker's letter listing the data being transmitted and his explanation of the advantage of this proposal.

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
Attachment

cc: Walt Hart
K. D. Limbocker

RECEIVED
SEP 3 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Copy to Bridge Section
This assumes that a total new structure is to be built. — Not useable with salvage of existing.

A D Olson 9/10/71

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 7, 1971

SUBJECT: Oregon Slough Bridge
Proposed Alignment Change

To: R. L. Schroeder
Metropolitan Engineer
O F F I C E

ATTENTION: J. H. Versteeg

A proposed alignment change has been made for the subject section to eliminate the sawtooth section which is objectionable to the Bridge Division. The "B Com" curve has been changed from a three degree curve left, 50 feet long, to a two degree 12 minute curve left, 242 feet long. This change decreases the super elevation by 0.02 feet per foot from .08 to .06. This change coupled with a minor grade revision would allow for full superelevation throughout t the curve without a sawtooth section. All vertical curves at the south end of the structure are standard 70 MPH design. The maximum easterly shift is 4.68 feet. However, the proposed acceleration lane, to allow for future widening of the Minnesota Freeway, would require an additional 12 feet easterly over Swift Boulevard. The new profiles would require less fill over the existing pavement. Adoption of this revision is recommended by this office.

Substantuating data submitted as follows:

2 Prints	Proposed Plan
2 Prints	"B Com" Profile
2 Prints	"VU" Profile
2 Copies	Coordinates
2 Copies	Computed Grades
2 Prints	Cross Sections (on bridge)

—Not sent to Salem—
copies to be provided 9/13?
OSD.

K. D. Limbocker
Metropolitan Design Engineer

KDL:pb

Encs

SP*52473-734

RECEIVED
JUL 23 1971
FOR FILING

THE PORT OF PORTLAND

Box 3529 Portland, Oregon 97208 (503) 224-4260

July 15, 1971

Mr. Ivan Merchant
Bridge Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

We are enclosing the Port-Issued Permit 71-24 covering authorization of a permit, as it relates to navigation, for the Oregon State Highway Department to modify the existing fixed highway bridge which carries Interstate Highway (I-5) over Oregon Slough, a portion of the Columbia River, South of Hayden Island, near Portland, Oregon, as specified in the U. S. Coast Guard's Public Notice 71-N-11.

This permit was approved by The Port of Portland Commission on July 15, 1971.

Sincerely yours,

THE PORT OF PORTLAND

Adam J. Heineman
Assistant Director
Marine Department

Enclosure

cc: U. S. Coast Guard

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1971
BRIDGE DIVISION

THE PORT OF PORTLAND
P. O. BOX 3529
PORTLAND, OREGON

NOTE: It is understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of federal, state or local laws or regulations, nor does it obviate the necessity of obtaining federal assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE PORT OF PORTLAND SO FAR AS CONCERNS THE PUBLIC RIGHT OF NAVIGATION.

PERMIT NO.: 71-24 DATE: July 15, 1971

TO: Mr. Ivan Merchant
Bridge Engineer,
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Referring to written request to the U. S. Coast Guard, Portland, Oregon:

I have to inform you that by authority of The Port of Portland Commission, acting under the statutes of the State of Oregon, delegating to it control of navigation in the Willamette and Columbia rivers between its district and the sea, you are hereby authorized by the Commission of: A permit, as it relates to navigation, for the Oregon State Highway Department to modify the existing fixed highway bridge which carries Interstate Highway (I-5) over Oregon Slough, a portion of the Columbia River, South of Hayden Island, near Portland, Oregon, as specified in the U. S. Coast Guard's Public Notice 71-N-11.

subject to the same conditions as are stated in the Permit or Permits of the U. S. Coast Guard, issued to you and covering this work, except that in condition (g) stated in the Engineer's Permit, The Port of Portland shall be substituted for the United States.

This Permit shall become effective on the date the U. S. Coast Guard shall have issued a Permit.

THE PORT OF PORTLAND COMMISSION

RECEIVED
JUL 19 1971
BRIDGE DIVISION

By: A J Hermena
for EDWARD G. WESTERDAHL, II
General Manager

AJH:mh

cc: District Engineer, Navigation Division

rev. 12/15/70

RECEIVED
MAY 24 1971
FOR FILING

SP 52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1971

To:

Memo to the Files

SUBJECT: Interstate 5
Widening of Existing
Oregon Slough Bridge
Bridge No. 1374D

NOTED
A. E. JOHNSON

In 1915 Multnomah County, Oregon, and Clark County, Washington, were issued a navigation permit by the Corps of Engineers to construct a bridge across Oregon Slough (North Portland Harbor). This permit was issued with a notation that upon six months' notice by the Secretary of the Army the owners of the bridge could be required to convert one span to a lift span if navigation warranted increased vertical clearances.

In 1954, and as amended in 1957, the Oregon State Highway Department obtained a navigation permit to revise the then-existing Oregon Slough Bridge by widening on the down-stream side. The navigation permit drawings carried the same notation as to conversion requirements as the permit issued to the Counties in 1915.

Prior to requesting a navigation permit for the proposed widening of the Oregon Slough Bridge to present-day interstate standards, permit drawings were prepared and submitted to the Port of Portland for their approval. It has been standard procedure for years to confer with, and get the approval of the Port authorities prior to submitting a navigation permit request to the Coast Guard or the Corps of Engineers. In the present instance Mr. Adam Heineman of the Port of Portland, called me and told me that his Commission would not approve the permit drawings without a public hearing. Further discussions were held with Mr. Heineman and he finally agreed to have an informal meeting with interested navigators to discuss the proposed construction project. This meeting was tentatively set for 10 a.m. on Thursday, May 20, 1971, in the Lloyd Building, P rtland, Oregon. Mr. Shields of the 13th U.S. Coast Guard District in Seattle was evidently notified of this meeting and on Monday, May 17, 1971, called me with some entirely new information on the Oregon Slough Bridge.

Mr. Shield informed me that the navigation permit issued to the State in 1954, and as revised in 1957, was for a fixed bridge and carried no conversion requirements whatever. Mr. Shields indicated that in 1940 the Truman-Hobbs Act was passed by Congress and that after that date no conditional permits were issued.

Mr. Shields further advised me that he had seen interdepartmental correspondence from the Corps which indicated that there was no question that their intention was to issue a permit for a fixed bridge. This was checked and verified by the Legal Officer in the 13th Naval District.

In view of the above, Mr. Shields asked me to contact Mr.Heineman and request a cancellation of the proposed informal meeting with the navigators on May 20 as he believed that there was no subject which could not be readily answered by the Public Notice that the Coast Guard will advertise on the Oregon Slough project. I contacted Mr. Heineman immediately by telephone and explained that in the view of the Coast Guard our permit for the existing bridge was for a fixed bridge with no requirements for conversion to a lift span. In view of this Mr. Heineman agreed that there would be no reason to hold the meeting on May 20 with the navigators and indicated that he would call the meeting off and rely on the Public Notice by the Coast Guard to disseminate the information.

Ivan D. Merchant
Bridge Engineer

IDM:dh

cc A. E. Johnson

RECEIVED
MAY 21 19..
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1971
FOR FILING

THE PORT OF PORTLAND

Box 3529 Portland, Oregon 97208 (503) 224-4260

May 12, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon

Attention: Mr. A. E. Johnson
Assistant State Highway Engineer

Gentlemen:

Reference is made to your letter of April 22, 1971, regarding the proposed reconstruction of the I-5 Bridge over the Oregon Slough. As discussed with Mr. Merchant by telephone, it is believed that this office should wait until after the Coast Guard has received comments on the proposal before giving formal approval. Major objections to the proposal are not expected; however, we will explore this informally with navigation interests within the next couple of weeks and will advise you further.

We will plan on a representative of your office attending our informal meeting with the navigation interests and will advise you of the date. Returned herewith are the tracings of the proposed construction.

Yours very truly,

Allan J. Heineman
Assistant Director, Marine Department

Enclosures

RECEIVED
MAY 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

APR 22 1971

Coast
AK
Pac E
Juneau Branch
Oc E

April 22, 1971

Port of Portland
Post Office Box 3529
Portland, Oregon 97208

Attention: Mr. Edward G. Westerdahl, II
General Manager

Gentlemen:

Re: Reconstruction of Oregon Slough Bridge
I-5

The reconstruction of I-5 to present-day Interstate highway standards requires a major widening of the existing Oregon Slough Bridge. Enclosed are three sheets of original tracings covering our application for a permit from the Coast Guard for this construction. It is requested that the Port of Portland approve each drawing as indicated.

It should be mentioned that in the widening, the span arrangements and existing vertical clearances will be maintained with the only major change being that our request is for a fixed bridge.

The original permit issued to the counties for the 1915 and 1916 construction contained a clause which permitted the Secretary of the Army to request reconstruction of one span into a lift span if and when navigation required this modification. Since the original construction in 1915 and 1916, there have been no requirements for additional vertical clearance, and the State cannot foresee any such demand in the future. This item has been discussed informally with your staff members, who are in agreement with the State's position.

Will you please return the enclosed tracings with the approval of the appropriate Port of Portland authorities at your early convenience.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Ivan Merchant
L. W. Rulien

IDM:dh sr

Enclosures

RECEIVED
MAY 11 1971
FOR FILING

May 10, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

324

Dear Sir:

Re: Oregon Slough Bridge Widening
Jantzen Beach Intch.-Columbia
Slough Br. Section, I-5
Multnomah Co., Bridge 1377D
Your Ref. 08-35.6

In answer to your April 2 letter regarding the Oregon Slough bridge widening, the following comments are submitted to help clarify the proposed work.

Aesthetics

The placing of a fascia beam on the downstream side of Spans 1 through 6 provides for the necessary widening without requiring a cantilever extension of the existing pier cap beams for support of an additional girder. Use of a fascia beam in Spans 7 through 10, downstream side, will give a desirable uniform appearance to that side of the structure, as seen in elevation. It is also planned to use a similar fascia beam system on the upstream side. These revisions are shown on the accompanying prints.

Span 7 - West Side

Revising this span to the fascia beam system will eliminate the second full depth girder shown. It will also eliminate the need for the additional downstream Pier 7 shaft shown on our previous transmittal.

Bents 4 - 8

The proposed design has long continuous slab spans supported by individual footings carrying higher loads than do the footings of the existing structure. We intend to keep the number of columns at each bent to a minimum. This will preclude the use of a continuous footing as was used on the existing bridge. In view of our recent foundation investigation

(copies transmitted with our March 4, 1971 letter) the use of spread footing was marginal and the decision was made to support the foundations on piling.

Existing Deck

The existing upstream structure deck consists of seven I 15# transverse stringers at 2'9" centers with 5-1/4" thick concrete decking. It was designed for a loading approximately equivalent to our present H820-14 loading. Attached is a field inspection report of the condition of this deck indicating the need for repairs, particularly replacement of the expansion joints. This deck has been in use for some 55 years. The new deck will be made composite to provide an integrally functioning girder, stringer, and deck system.

The existing downstream structure deck is a 6" concrete deck on steel stringers at 8'9" centers. The design standards for this deck were the 1949 Oregon State Highway Department Specifications and the moment capacity is 52,000 inch pounds whereas our current deck design capacity for this span would be 76,000 inch pounds using an 8" deck thickness. It is planned to install shear studs on the existing girders to accomplish composite action. This is necessary on the downstream structure in order to keep the stresses of the existing girders within satisfactory limits.

Removal of the existing deck of both downstream and upstream structures is also required to correct the cross slopes, superelevations, and grades to current standards.

Sidewalks

The sidewalk proposed on the structure provides the only pedestrian access to the Hayden Island Development area from Portland and particularly from Delta Park. It is also a link in the only pedestrian connection across the Columbia River between Portland, Oregon and Vancouver, Washington. This facility is existing on the present structure and is to be maintained as per agreement with Multnomah County. The sidewalk area is used for traffic during construction in order to provide for the required six lanes of traffic at all times. The current contract under construction at the Jantzen Beach Interchange includes this sidewalk.

Foundation Data

The hydraulic report, transmitted to you by letter of March 15, 1971, states that the 1970 streambed soundings do not indicate any additional scouring over the 1969 soundings. These soundings were made across the river along the upstream and downstream edges of the structure and at 100, 300, and 600-foot distances both upstream and downstream. Soundings will be taken annually, as part of the routine maintenance inspection, to determine if the streambed has actually stabilized.

We are presently studying the situation to determine the extent of riprap to be called for on the contract drawings.

Transmitted herewith are five prints each of drawings designated A, E, F-1, and F-2 showing the girder and pier relocations required with the fascia beam system.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Lockard
I. D. Merchant

JEB/LLW:ag ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: April 2, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(-)308
Oregon Slough Bridge Widening

On March 4 and 15 you submitted preliminary plan data for reconstruction of the Oregon Slough Bridge. As a result of our review of this submission we have several questions on which we would like your comments before we send the submission on to our Regional office.

Aesthetics We understand that you have considered placing a fascia beam on top of the cantilever bracket and attached to the deck and plate girders along the west side of the bridge. We feel that the fascia beam you have proposed is very desirable and should also be considered on the east side of the bridge. This might require juggling the location of the girders, but we feel aesthetically it would be worthwhile.

Span 7, West Side The preliminary plans show the addition of two girders on the west side of Span 7. Up to this point the widening had been accomplished by adding a stringer on a bracket attached to the existing exterior girder. From our study the increase in deck overhang in Span 7 is relatively small. It appears that only one additional girder would be required to carry the additional load, perhaps in combination with a stringer. It appears that the possible savings of one girder would warrant additional study.

Bents 4-8 The Foundation Data drawing 12507 shows bents 4 through 8 of the existing bridge on spread footings. The comparable bents on the new construction are shown to be on piling. We do not know why you have changed foundation types. Is this because of settlement of existing structure or is it for some other reason?

Existing Deck In your initial transmittal letter you state that the existing bridge deck is substandard in thickness and must be replaced. We would like more information regarding the design standards used and the condition of the deck of the existing structure.

(more)

RECEIVED
APR 9 1971
BRIDGE DIVISION

NOTED
TOM EDWARDS

NOTED
W. J. HART

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Sidewalk The plans show a 5-foot wide widewalk along the east side of the bridge. This walkway is to replace a similar facility on the existing structure. Although we have already approved the use of a sidewalk on this structure, we question its need in view of policies against sidewalks on Interstate Highway System bridges. In addition there is the problem of getting people across the interchanges at each end of the bridge. We suggest that you reassess your desire for a sidewalk to be sure you have strong compelling justification for it.

Foundation Data The foundation report dated March 3 states that with current information it is not possible to determine if the streambed at the bridge piers is eroding, generally degrading, or is stable. The report further suggested that a study of the condition be made to determine whether the streambed will remain stable or continue to erode. We concur that such a study should be made to determine current stream profile and attempt to determine if the streambed is stable.

General We realize that this is a complex structural renovation project and the plans for such work are of necessity also complex. We recommend that on future complex submissions that you make some attempt to standardize the size of plans used to present the data.

RECEIVED
APR 9 1971
BRIDGE DIVISION

RECEIVED
APR
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON SLOUGH BRIDGE WIDENING
INTERSTATE 5
MULTNOMAH COUNTY

The original structure was constructed in 1916 and widened on the downstream side in 1956. It is now proposed to widen it again on the upstream side with some widening on the downstream side near the left bank.

Maintenance files indicate that, although soundings have been taken periodically over the years, no preventative maintenance in the form of riprap had been done around the piers until about 1960, despite the fact that the flood of June, 1948 was the largest of this century. A lowering of the streambed was evident around the original piers and the seals of the new piers (No. 5 through 8) were placed three to six feet lower during the widening contract in 1956. Riprap was placed around the piers again in 1968 and is still evident as indicated by the streambed profile.

It appears from the streambed profiles taken in 1968, 1969, and 1970 that the main current seems to be concentrated between Piers 2 and 6 as evidenced by the scour pattern while the streambed is apparently filling in from Pier 6 toward the left bank. Construction of two large additions in 1968 to the Pier 99 Marina which is located along the left bank and immediately upstream from the bridge could have had a decided effect on slowing down the current through this section of the

stream. Average stream velocities through the slough range from 2 to 3 fps and any decrease in velocity would have the effect of depositing sediments which would be primarily fine sands. Because of this action, a decrease in cross-sectional area could cause the stream to move towards mid-channel and scour out a compensating area as evidenced by the profiles taken in 1968 and 1969. The profile taken in 1970 indicates no further increase in scouring near mid-stream--it is possible that the scoured areas have stabilized.

Information on discharges, river stages, and velocities were obtained from the Corps of Engineers, the U.S. Geological Survey, and the U.S. Weather Bureau. Analysis of these data indicates that the maximum velocity to be expected in mid-stream during a flood of the magnitude of the 1948 freshet would be from 5-1/2 to 6 fps, with average velocities for the entire cross section in the range of 4-1/2 fps.

The Bridge Design Section requested an elevation for normal discharges in the river which will be placed on the plans for the benefit of the contractor. The Corps of Engineers estimated a figure of 250,000 cfs to be expected because of peaking conditions at Bonneville during the normal periods of the year; this would be about elevation 9.5 M.S.L.

William H. Tebeau
Asst. Program & Planning Engineer

By Richard L. Lenz

Richard L. Lenz
Hydraulics Engineer

3-12-71
RLL:ia

HYDRAULIC DATA		
(1973 CONTROL)	Design Flood	Max. Flood yr.(,)
Discharge-c.f.s.	194,000 cfs	194,000 cfs
Frequency-yrs.	* 100 yrs +	25 yrs
H.W. Elevation Natural Channel	32.8 ft	32.8 ft
H.W. Elevation Channel Change		
Velocity-f.p.s.	4.5 fps	4.5 fps

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

* Present regulation of Columbia River brings the 1948 flood to a 10,000 year frequency.

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

OREGON SLOUGH - I-5 BRIDGE

APPROVED:

BRIDGE ENGINEER

DATE _____ BRIDGE NO. _____

DESIGNED _____

DRAWN _____ DRAWING NO. _____

FORM S-19 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 22, 1970

To: Memo to the files

SUBJECT: Inspection of Oregon Slough Bridge, North Bound

The structure was inspected July 20, 1970 and the following conditions were noted.

1. The deck is deteriorating along the bottom outside under the gutters. The rebar is exposed in a strip 6" to 2 ft. wide almost the full length of the structure.
2. All of the down spouts on the scuppers need to be replaced.
3. The deck appears to be working on the purling in the area over the outboard stringer.
4. The upper flange of the purlins and floorbeam show rust in some places near the outside end.
5. All of the fingerplates appear to have torn loose several times in the past. The repair work will not hold up for any length of time, in fact one was loose at the time of this inspection.
6. Water has leaked down alongside the RR tracks, but only one spot could be seen where the underside of the deck has started to spall. (Note: Only two bays of deck can be seen at each pier.)
7. The sidewalk has transverse cracks at 10 to 20 ft. intervals.
8. The outside edge of the sidewalk is starting to spall off. Two or three inches of the edge is missing in places and this is exposing the sidewalk edge beam.
9. The handrail has been hit many places and is bent outward. The connection of handrail to structural steel could not be inspected.
10. The asphalt overlay was measured at the third point of three separate spans. The ac was 4 inches, 3 inches and 3½ inches above the original paving dam in the scupper. This would indicate a minimum of 6, 5, and 5½ inches of AC overlay. In addition the AC appears to be thicker out in the traffic lanes, but no measurement was made due to traffic.

ROC:DHB
cc: E.L. Hardt
J. Backstrand
file

R.C. Cunningham
Resident Bridge Engineer

RECEIVED
JUL 23 197
BRIDGE DIVISION

RECEIVED
MAR 8 - 1971
FOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RECEIVED
A. E. JOHNSON

Dear Mr. Simpson:

Oregon Slough Bridge Widening
Jantzen Beach Interchange -
Columbia Slough Br. Section.
Pacific Highway
Multnomah County
Bridge 1377D

Enclosed are five copies of drawings marked A, B, C, D-1, D-2, D-3, E, F-1, F-2, G, H, I, J, and K, which are the preliminary plan and elevation sheets, geometric sheet of the south interchange, traffic staging plan and sections, typical pier sections, typical slab span bent and longitudinal section, and other details for the subject project. Also included are five copies of the foundation report. The hydraulic report will be forwarded when it is made available. From the preliminary review of the hydraulics study, we are certain that it will not occasion any changes in our basic layout.

The alignment and grades were established to use the existing structure where possible and tie in with the existing I-5 Freeway while providing for required improvements in vertical alignment at the south end of the structure. The roadway width was established to provide for the required six lanes of traffic during construction without construction of a separate detour structure which was estimated to cost $892,000, excluding the cost of right of way. This was accomplished by use of an additional northbound lane with a six-foot shoulder and use of the required sidewalk area for temporary traffic. Attached are copies of a letter dated March 3, 1971, from our Traffic Planning Engineer outlining the need for maintaining six lanes of traffic during construction. Attached also are copies of up-to-date traffic counts which show an ADT of 77,000 for 1973.

Removal and reconstruction of the overcrossing of Denver-Swift Avenue at the south end of the structure is required to provide for current standards of horizontal and vertical clearance.

The main spans, piers 1 through 6, will be widened on the west side by adding stringers and supporting brackets to the existing girders. The main spans,

piers 7 through 10, will be widened on the west side by adding a stringer floor beam system with new steel plate girders set on new shafts and pier caps. Steel plate girders with stringers and floor beams will be added to the east side to provide the necessary widening there, these being supported on new shafts, piers 1 through 10.

All existing deck concrete will be removed and replaced due to the substandard thickness. This allows for correction of cross slopes, superelevations, and grades to current standards, and also for installation of shear studs on the existing girders to accomplish composite action. The composite action is necessary to eliminate the need for additional girders and cantilever extension of existing cap beams for the downstream side of spans 1 through 6. Stringers will be bracketed out from the existing girders in these locations. The southern six spans will be concrete slab spans necessitated by the minimum structural depth available over Denver-Swift Avenues.

The existing structure is on timber piling throughout the water crossing. The proposed foundation in this region will be founded on timber pile also, using seals, poured-in-place footings and columns constructed within a cofferdam. Precast shells for footings were not selected because the excavation for this type of construction would undermine the adjacent existing piers. It is proposed to use poured columns and footings on treated timber piling throughout the concrete slab spans of the Denver-Swift Overcrossing. Architectural studies of these bents will be made.

Extensive staging will be required to maintain the six lanes of traffic at all times. Utilities will have to be provided for and will require some support during construction; the telephone cables will be moved and placed on the cross frames of the existing southbound structure before construction of the widening.

We plan to make application to the Coast Guard for a permit allowing a fixed bridge, i.e., no provision for future lift span. The original and present Coast Guard permits require that a future lift span be constructed on request, but no request has been received to this date. The proposed structure width would make a lift span highly impractical.

The estimated cost of this structure widening, based on approximate quantities, is $4,815,000 including an allowance for engineering and contingencies. Excluded from this sum are estimates for signing (temporary and permanent) of total project, illumination of total project, grading and paving, and maintenance of traffic. This is a preliminary submittal for your approval.

Very truly yours,
R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

JEB/LLW:dh
Enclosures
cc F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog

1985 SW Jean Rd.-SW Madrona St. 9904
(Lake Oswego) Sec,Lower Boones Ferry Rd.
(FAU 9473) (gr,pav,sign,sig,lands)

SEE ALSO: # 11,362 (Unit 2)

C+A 5527 12-23-75
10-20-76
7-2-82
10-1-82
1-6-92

9704

M

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division

APRIL 15, 1992

ROBERT G. CLOUR
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
THE EQUITABLE CENTER, SUITE 100
530 CENTER STREET N. E.
SALEM, OREGON 97301

FILE CODE:
PRO

SUBJECT: PROGRAM DATA CHANGE
PROJECT NO. IX-9473(2)
SW MADRONA-SW JEAN ROAD(LAKE OSWEGO) SECTION
CITY STREET
CLACKAMAS COUNTY

I REQUEST YOUR APPROVAL OF A PROGRAM DATA CHANGE TO ADJUST THE PRELIMINATY ENGINEERING ESTIMATED COST OF THE SUBJECT PROJECT, WAIVER THE FIVE YEAR LIMITATION, AND TO EXTEND AUTHORIZATION THROUGH 1994 TO COINCIDE WITH THE SCHEDULED CONSTRUCTION DATE.

THE TOTAL ESTIMATED P.E. COST IS $389,000.00. WITH $333,762.00 IN FEDERAL FUNDS.

APPROVAL OF THIS REQUEST WILL INVOLVE REVISIONS IN FINANCING AS INDICATED ON THE ENCLOSED COPIES OF MODIFICATION OF PROJECT AGREEMENT (PR-2A), AND REVISED PROJECT AGREEMENT ESTIMATE.

SINCERELY,

Donald C. Gilmour

CAM GILMOUR, MANAGER
PROGRAM SECTION

DDB;ddb
ATTACHMENT

cc: DON ADAMS, REGION 1 ENGINEER
MARTY ANDERSEN, REGION 1 FED-AID
MIKE SHULTZ, PROGRAM SECTION
PAUL SINGER, ROADWAY
GENERAL FILES
PROJECT FILES

Transportation Building
Salem, OR 97310

734-3122 (12-90)

9924

Oregon

DEPARTMENT OF TRANSPORTATION

Highway Division
Right of Way

FILE CODE:

January 6, 1992

SW Jean – SW Madrona
Lower Boones Ferry Road
Clackamas County
EA: C303-1919

Jerry Baker, City Engineer
City of Lake Oswego
380 A Avenue
Lake Oswego, OR 97034

MISC. CONTRACTS and AGREEMENTS No 5527

Re: Right of Way Services Agreement

The Oregon State Highway Division, Tigard Right of Way Office, is prepared to move ahead with the acquisition of the property needed for the above mentioned project. Before we can begin, however, the Right of Way Services Agreement covering this project must be modified somewhat. The SUPPLEMENTAL AGREEMENT FOR RIGHT OF WAY SERVICES between the **CITY OF LAKE OSWEGO (CITY)** and the **STATE OF OREGON**, by and through its **DEPARTMENT OF TRANSPORTATION, Highway Division (STATE)** was signed and dated March 24, 1982. A copy of that agreement is enclosed.

As outlined in a letter dated January 29, 1990, and amended on August 16, 1990, (copies enclosed), it is necessary to revise two paragraphs of the original agreement. The letter dated December 11, 1991, also was in error regarding the condemnation clause, as Marty Petersen indicated. The first modification deals with the Relocation Appeals procedure, citing that the **CITY** will establish an appeal procedure. It is my understanding that the City has a relocation appeals procedure in place, so this change should not be a difficulty.

It is no longer possible for the State Attorney General's Office to take on condemnation work for local public agencies. It will therefore be necessary for the City to handle the entire condemnation process. The City can, however, hire an attorney of its own choosing to handle any necessary condemnation. Other Cities have hired attorneys for specific purposes such as this.

By this letter, it is agreed that the following revisions to the Agreement are necessary:

1. Page 4, Item B – Relocation, #6 (c) – "**STATE** will promptly establish an appeal procedure whereby displacees are informed of the procedure at the outset of negotiations" must be modified to read "**CITY** will promptly..."

2. Page 4, Item D – Condemnation – modify this section to read "**CITY**" will handle entire condemnation process.

It is also understood that all property purchased for the construction of this road project will be purchased in the name of the City of Lake Oswego.

RECEIVED
OCT 2
OCT 1

7165 SW Fir Loop
Tigard, OR 97223
(503) 639-7311

734-1866(11/90)

If these revisions of the Right of Way Services Agreement are acceptable to the City, please acknowledge as indicated below and return one copy to me. Upon receipt of the signed acknowledgement and approval by our Administrative Unit in Salem, this office will be able to proceed with the acquisition of right of way on the above-mentioned project.

It is important to note that, in order for the State to proceed with the acquisition of property needed for this project, the changes to the Agreement must be acknowledged promptly. The State is willing to begin the acquisition process almost immediately, but it appears to us that the City has not been concerned about expediting this project. Delay in returning the acknowledgement may lead this office to consider the acquisition of property needed for this project a much lower priority than that of other State and Federal projects. We have had authorization to proceed with the purchase of right of way for several months, but have been unable to move ahead due to the lack of direction or information from the City.

Please contact me at 639-7311 if you have any questions.

Sincerely,

Jeanne Troeh Gibson

Jeanne Troeh Gibson, Liaison Agent
Region 1 R/W, Tigard

cc Rod Henry, Salem R/W
Marty Andersen, Region Federal Aid Mgr.

ACKNOWLEDGED: _____ February 19, 1992
for the CITY OF LAKE OSWEGO **Dated**
Alice L. Schlenker, Mayor

APPROVED
DATE: 3-2-92
STEVEN GREEN
RIGHT OF WAY MANAGER

Post-It™ brand fax transmittal memo 7671 | # of pages ▸ 1

To Don Adams	From Sherri Lewis
Co. Region 1 Engineer	Co. State Hwy. Engr's Office
Dept.	Phone # 378-6516
Fax # 453-3267	Fax # 373-7770

MAY 16, 1990

DAN KOVTYNOVICH, A REGISTERED CIVIL ENGINEER WHO HAS A DEVELOPMENT IN LAKE OSWEGO CALLED TO SPEAK WITH DON FORBES OR BILL ANHORN. HIS PROPERTY ABUTS A DITCH THAT WAS CONSTRUCTED BY THE HIGHWAY DIVISION AS STORM RUNOFF FOR LOWER BOONES FERRY ROAD. HE SAID THE NAME OF THE PROJECT THAT INCLUDED BUILDING THIS DITCH IS SW JEAN ROAD AND MADRONA STREET, FAP # IX-9473[3] (HE DIDN'T MENTION A STATE CONTRACT NUMBER). THE PLANS ORIGINALLY CALLED FOR A GENTLE SLOPE ON THE DITCH AND "A PARKLIKE SETTING", BUT THAT ISN'T THE WAY IT WAS CONSTRUCTED.

MR. KOVTYNOVICH AND HIS NEIGHBORS ARE AFRAID THAT A CHILD WILL FALL INTO THE DITCH AND BE INJURED OR DROWNED, AND WOULD LIKE TO HAVE A PIPE PLACED IN THE DITCH AND HAVE IT FILLED IN. MR. KOVTYNOVICH ESTIMATES THE PROJECT WOULD COST ABOUT $30,000.

HE HAS TALKED WITH THE CITY OF LAKE OSWEGO (PAUL HAINES, 635-0270), AND ALSO HIGHWAY EMPLOYEES MERLE HILL AND GARY KENNEMAN. EVERYONE AGREES THAT THERE IS A PROBLEM, BUT NO ONE HAS ANY IDEAS ABOUT A FUNDING SOURCE. THAT IS WHAT HE IS INVESTIGATING NOW.

MR. KOVTYNOVICH CAN BE REACHED IN PORTLAND 636-5503 (LEAVE MESSAGE ON THE RECORDER IF HE'S NOT THERE), OR IN EUGENE AT 485-6714. HE SHOULD BE IN HIS PORTLAND OFFICE LATER THIS AFTERNOON, AND FIRST THING TOMORROW MORNING, OTHERWISE, LEAVE A MESSAGE.

SHERRI

cc DON FORBES
BILL ANHORN
DON ADAMS - PLEASE CALL MR. KOVTYNOVICH. THANKS!

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: July 12, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Federal-Aid Project No. IX-9473(3)
S.W. Madrona St.-S.W. Jean Rd. (Lake Oswego) Section
City Street
Clackamas County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$614,765.00	$616,984.00	$2,219.00

Please arrange for updating of MSD's records to show this change.

DLN:bkw
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1367

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9/18/87	Larry Heil, Assistant Area Engineer	M-IX-9473(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
4/24/86	5/18/87	136 %	S.C.D. 11/31/85

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. JEAN RD. - S. W. MADRONA ST. (LAKE OSWEGO)
FAU 9473 - LOWER BOONES FERRY ROAD
Grading, Paving, Signing, Signals & Landscaping

This project provided for widening Lower Boones Ferry Road within the above named limits from a two-lane section to a four-lane curbed section with a left turn median and sidewalks. Included in the improvements were new signing, signals at two intersections, landscaping and an extensive drainage facility.

The contract was awarded to Cascade Construction Co. on 3/13/85. Work started 4/4/85 and was completed 4/24/86. While the project was being advertised it was discovered that all the deeds and the right-of-way takings had been written with a 35-foot error in the described centerline. A 100 calendar day time extension was granted due to subsequent delay in awarding the contract which negated any necessity for liquidated damages. The final project cost overran the original authorization of $1,261,479 by 2%. There were no contract claims or materials problems.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR
Info | Invest | R/D | R/R | Design | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-23-87	TITLE District Engineer	DATE 9-25-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9904

June 8, 1987

CON 5 - #9904

The Travelers Indemnity Co.
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

On May 22, 1987, we wrote to you concerning release of final payment on Contract No. 9904 awarded to Cascade Construction Co., Inc. for work on the SW Jean Road-SW Madrona Street (Lake Oswego) Section of FAU 9473 in Clackamas County.

The total contract amount is $1,137,327.65 including $5,027.07 for work was performed under force account.

Fran Heavoll
COMMISSION SERVICES

cgc

cc: Cascade Construction Co., Inc.
Liquidating Trust
P.O. Box 4267
Foot of SW Abernathy
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9904

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9904

TO: Commission Services

DATE: May 18, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9904 ,	On Site Work Substantially Completed April 24, 1986
All Work Completed	September 19, 1986	
Project	SW Jean Rd.-SW Madrona St. (Lake Oswego)	
Highway	FAU 9473	
County	Clackamas	
Type of Work	Grade, Pave, Sign, Signal & Landscape	
Contractor	Cascade Construction Co., Inc.	

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-22-87 - Surety letter written.

RECEIVED
MAY 20 1987
COMMISSION SERVICES
OREGON DEPT OF TRANSPORTATION

9907

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 1 102-100+101
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 32

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-16-87

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State	Oregon
County	Clackamas
Project Number	M-IX-9473(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,311,077.00	$ 1,310,846.00
Federal funds	$ 562,171.00(W36)	$ 680,617.00 (W36)
	530,173.00(580)	457,923.00 (580)
Other revisions	42,158.00(177)	-0- (177)

This modification is made for the following reasons: To correct distribution of funds to appropriate appn codes.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of JAN, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 13, 1987

FEDERAL AID PROJECT NO. M-IX-9473(4)

S.W. JEAN RD.-S.W. MADRONA AVE. (LAKE OSWEGO) SECTION
LOWER BOONES FERRY ROAD
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 93+50 to STA. 127+20)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggregate Base	$ 13.52	500	$ 6,760.00	1,298	$17,548.96
1"-0 Crushed Rock in Place	9.58	---	---	4,051	38,808.58
			$ 6,760.00		$56,357.54

Increase	$ 49,597.54
Subtotal from estimate of March 14, 1985	1,007,482.50
Subtotal	$1,057,080.04
Engineering	125,705.96
Total	$1,182,786.00

TYPE CODE Y031
TRAFFIC SIGNAL (2 LOCATIONS)

Total as on estimate of March 14, 1985	$ 113,212.00

Length of Project	0.638 mi.
Cost of Roadway Per Mile	$1,854,255.49

RETAIN IN RESERVE

Roadway Illumination	All Required		$ 12,000.00
Diagonstic Equipment	All Required		1,200.00
		Subtotal	$ 13,200.00
		Engineering	1,650.00
		Total	$ 14,850.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	W36	88.15%	$ 772,113.00	$ 680,617.00	$ 45,748.00	$ 45,748.00
Roadway	580	85.00%	307,942.00	261,750.00	27,715.00	18,477.00
Roadway	580	85.00%	85,238.00	72,452.00	5,115.00	7,671.00
Roadway	580	85.00%	17,493.00	14,869.00	---	2,624.00
Signals	580	85.00%	113,212.00	96,230.00	---	16,982.00
Subtotal			$1,295,998.00	$1,125,918.00	$ 78,578.00	$ 91,502.00
Reserve	580	85.00%	14,850.00	12,622.00	---	2,228.00
Total			$1,310,848.00	$1,138,540.00	$ 78,578.00	$ 93,730.00

Group 1 - 59% = W36; Group 2 - 39% = 580; Group 8 - 2% = 580
Contract No. 9904
Prefix: 303-1919
Prefix: 303-1071

*Note work by Southern Pacific Transportation Company estimated at $130,000 for installation of crossing protective devices is programmed under project RRP-9473(1).

Nonparticipating Work

Single Mailbox Supports	Each	1	80.00	$ 80.00
Multiple Mailbox Supports	Each	4	182.00	728.00
Concrete Collars	Each	4	30.00	120.00
				$928.00

RLC:bkb

9904

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 6-81	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Clackamas
MODIFICATION NUMBER 1	6-11-86	Project Number: M-IX-9473(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20 ,19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,261,479.00	$ 1,311,077.00
Federal funds	$ 562,171.00	$ 562,171.00 (W36)
	530,173.00	530,173.00 (580)
Other revisions	-0-	42,158.00 (177)

This modification is made for the following reasons:

To include increase in construction costs, adding appn code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of JUN ,19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon May 23, 1986

Federal-Aid Project No. M-IX-9473(4)

S.W. Jean Rd.-S.W. Madrona Ave. (Lake Oswego) Section
Lower Boones Ferry Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 93+50 to Sta. 127+20)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Aggregate Base	$13.52	500	$6,760.00	1,298	$17,548.96	
1"-0 Crushed Rock in Place (PA #1A)	9.58	--	---	4,051	38,808.58	
			$6,760.00		$56,357.54	
					Increase	$ 49,597.54
				Subtotal from Estimate of March 14, 1985		1,007,482.50
					Subtotal	$1,057,080.04
					Engineering	125,934.96
					Total	$1,183,015.00

Type Code Y031
Traffic Signal (2 locations)

Total as on Estimate of March 14, 1985 $ 113,212.00

Length of Project ---------- 0.638 mile
Cost of Roadway Per Mile ---------- $1,854,255.49

Retain in Reserve

Roadway Illumination	All Required		$ 12,000.00
Diagnostic Equipment	All Required		1,200.00
		Subtotal	$ 13,200.00
		Engineering	1,650.00
		Total	$ 14,850.00

SUMMARY OF FUNDS

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	177	85.00%	$ 49,598.00	$ 42,158.00	$ ---	$ 7,440.00
Roadway	W36	88.15%	637,744.00	562,171.00	37,786.50	37,786.50
Roadway	580	85.00%	392,942.00	334,000.00	35,364.50	23,577.50
Roadway	580	85.00%	85,238.00	72,452.00	5,115.00	7,671.00
Roadway	580	85.00%	17,493.00	14,869.00	---	2,624.00
Signals	580	85.00%	113,212.00	96,230.00	---	16,982.00
Subtotal			$1,296,227.00	$1,121,880.00	$78,266.00	$96,081.00
Reserve	580	85.00%	14,850.00	12,622.00	---	2,228.00
Total			$1,311,077.00	$1,134,502.00	$78,266.00	$98,309.00

Group 1 - 53% = W36; Group 2 - 45% = 580; Group 8 - 2% = 580
Contract No. 9904
Prefix: 303-1919
Prefix: 303-1071

*Note work by Southern Pacific Transportation Company estimated at $130,000 for installation of crossing protective devices is programmed under project RRP-9473(1).

Nonparticipating Work

Signle Mailbox Supports	Each	1	80.00	$ 80.00
Multiple Mailbox Supports	Each	4	182.00	728.00
Concrete Collars	Each	4	30.00	120.00
				$ 928.00

RLC:me

94-1

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
3-114 & 122	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Clackamas
		PROJECT NO. II-IR-0473(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Jean Rd.-S.W. Madrona Ave. (Lake Oswego)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-19-84	0.630
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
637,744.00 $ 623,726.00	$562,171.00 M36 $ 530,173.00 S80

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Hilton

Date executed by Division Administrator MAR 20 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon March 14, 1985

Federal Aid Project No. M-IX-9473(4)

S.W. Jean Rd.-S.W. Madrona Ave. (Lake Oswego) Section
Lower Boones Ferry Road
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 93+50 to Sta. 127+20)

Mobilization	Lump Sum	All	Lump Sum	$	69,760.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		11,305.00
Temporary Signs	Sq. Ft.	343	7.50		2,610.00
Temporary Barricades	Each	10	38.00		380.00
Flaggers	Hour	1,500	1.00		1,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		24,800.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		2,800.00
Ditch Excavation	Cu. Yd.	1,370	10.50		14,385.00
Embankment Foundation Excavation	Cu. Yd.	1,140	2.00		2,280.00
General Excavation	Cu. Yd.	8,520	5.95		50,694.00
Stone Embankment	Cu. Yd.	1,420	12.00		17,040.00
Trench Excavation	Cu. Yd.	5,130	6.50		33,345.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		6,800.00
Watering	M-Gal.	55	10.00		550.00
Treated Base Mixture	Ton	9,830	9.10		89,453.00
Cement in Treated Base Mixture	Ton	540	70.00		37,800.00
Aggregate Shoulders	Ton	500	13.52		6,760.00
Class "C" Asphalt Concrete Mixture	Ton	6,700	16.60		111,220.00
Asphalt Cement in Mixture	Ton	400	158.00		63,200.00
Hydrated Lime in Mixture	Ton	67	1.00		67.00
Pipe Handrail	Lin. Ft.	130	34.00		4,420.00
12-inch Culvert Pipe	Lin. Ft.	58	15.00		870.00
12-inch Storm Sewer Pipe	Lin. Ft.	2,324	15.25		35,441.00
15-inch Storm Sewer Pipe	Lin. Ft.	176	23.00		4,048.00
18-inch Storm Sewer Pipe	Lin. Ft.	568	23.50		13,348.00
21-inch Storm Sewer Pipe	Lin. Ft.	154	24.00		3,696.00
24-inch Storm Sewer Pipe	Lin. Ft.	858	31.00		26,598.00
27-inch Storm Sewer Pipe	Lin. Ft.	582	42.00		24,444.00
30-inch Storm Sewer Pipe	Lin. Ft.	492	54.00		26,568.00

36-inch Storm Sewer Pipe	Lin. Ft.	876	69.00	60,444.00
48-inch Storm Sewer Pipe	Lin. Ft.	22	115.00	2,530.00
12-inch Slotted Drain Pipe	Lin. Ft.	64	55.00	3,520.00
Extra for Pipe Under Pavement	Lin. Ft.	1,130	22.20	25,086.00
Installing 18-inch Pipe Under Railroad	Lump Sum	All	Lump Sum	8,500.00
Concrete Manholes	Each	14	1,073.00	15,022.00
Concrete Inlets, Type D	Each	2	385.00	770.00
Concrete Inlets, Type G-1	Each	2	375.00	750.00
Concrete Inlets, Type G-2	Each	1	360.00	360.00
Concrete Inlets, Type CG-1	Each	22	360.00	7,920.00
Concrete Inlets, Type 1 Special	Each	6	1,000.00	6,000.00
Concrete Inlets, Type 2 Special	Each	1	950.00	950.00
Concrete Inlets, Type 3 Special	Each	1	1,160.00	1,160.00
Concrete Inlets, Type 4 Special	Each	1	900.00	900.00
Manhole Frame and Cover, Watertight	Each	1	257.00	257.00
6-inch Drain Pipe	Lin. Ft.	264	3.30	871.20
Gravel in Drains	Cu. Yd.	28	43.00	1,204.00
Guard Rail, Type 1	Lin. Ft.	25	15.00	375.00
Guard Rail, Type 3	Lin. Ft.	75	38.00	2,850.00
Rail End Pieces, Type B	Each	8	44.00	352.00
Type 2 Fence	Lin. Ft.	900	1.85	1,665.00
3'x48" Single Gates	Each	1	275.00	275.00
Concrete Walks	Sq. Yd.	1,500	10.40	15,600.00
Concrete Driveways	Sq. Yd.	550	13.40	7,370.00
Concrete Curbs	Lin. Ft.	5,380	6.80	36,584.00
Concrete Islands	Cu. Yd.	35	120.00	4,200.00
Extra for Asphalt Approaches	Each	10	176.00	1,760.00
Concrete Barriers	Lin. Ft.	124	30.00	3,720.00
Paved Culvert End Slopes	Sq. Ft.	100	10.00	1,000.00
Drainage Curbs	Lin. Ft.	310	3.00	930.00
Geotextile Fabric in Drains	Sq. Yd.	240	1.72	412.80
Loose Riprap, Class 50	Cu. Yd.	542	25.00	13,550.00
Adjusting Manholes	Each	9	308.00	2,772.00
Reconstructing Manholes	Each	1	689.00	689.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	300.00
Wood Sign Posts	Lump Sum	All	Lump Sum	2,350.00
Sign Support Footings	Lump Sum	All	Lump Sum	1,400.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	2,000.00

Signal Pole Mounts	Lump Sum	All	Lump Sum	3,100.00
Type A Signs in Place	Sq. Ft.	247	21.00	5,187.00
Type C and D Signs in Place	Sq. Ft.	173	8.00	1,384.00
Type EE and I Signs in Place	Sq. Ft.	51	10.00	510.00
Type F and G Signs in Place	Sq. Ft.	8	11.50	92.00
Type U Signs in Place	Sq. Ft.	14	18.00	252.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	350.00
Thermoplastic Pavement Arrows	Each	9	45.00	405.00
Thermoplastic Pavement "ONLYS"	Each	8	60.00	480.00
Thermoplastic Pavement Line	Sq. Ft.	645	2.10	1,354.50
Thermoplastic Pavement RR Crossing Markings	Each	5	175.00	875.00
Thermoplastic Pavement Line, White 8-inch	Lin. Ft.	500	1.40	700.00
Thermoplastic Pavement Line, Yellow 4-inch	Lin. Ft.	8,000	0.85	6,800.00
Mono-Directional Crystal Type I Markers	Each	320	3.00	960.00
Bi-Directional Yellow Type I Markers	Each	160	3.25	520.00
White Type II Markers	Each	640	2.00	1,280.00
Seeding, Fertilizing and Mulching	Acre	6	850.00	5,100.00
Furnishing and Planting Trees	Each	37	115.00	4,255.00
Furnishing and Planting Shrubs	Each	60	12.50	750.00
Furnishing and Planting Herbaceous Rhizomes	Each	2,220	3.85	8,547.00
				$ 965,482.50

Anticipated Items

Railroad Protective Service	All Required			$ 39,000.00
Temporary Pavement Striping	All Required			1,000.00
Temporary Erosion Control	All Required			2,000.00
				$ 42,000.00
			Subtotal	$ 1,007,482.50
			Engineering	125,934.50
			Total	$ 1,133,417.00

Type Code Y031
Traffic Signal (2 Locations)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 70,428.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	10,212.00

Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum		14,568.00
				$	95,208.00
Anticipated Items					
Signal Controller Testing	All Required			$	3,675.00
"Opticom" Testing	All Required				1,750.00
				$	5,425.00
			Subtotal	$	100,633.00
			Engineering		12,579.00
			Total	$	113,212.00
Length of Project					0.638 mi.
Cost of Roadway Per Mile				$	1,776,515.67
Retain in Reserve					
Roadway Illumination	All Required			$	12,000.00
Diagnostic Equipment	All Required				1,200.00
			Subtotal	$	13,200.00
			Engineering		1,650.00
			Total	$	14,850.00

SUMMARY OF FUNDS

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	W36	88.15%	$ 637,744.00	$ 562,171.00	$ 37,786.50	$ 37,786.50
Roadway	580	85.00	392,942.00	334,000.00	35,364.50	23,577.50
Roadway	580	85.00	85,238.00	72,452.00	5,115.00	7,671.00
Roadway	580	85.00	17,493.00	14,869.00	---	2,624.00
Signals	580	85.00	113,212.00	96,230.00	---	16,982.00
Subtotal			$1,246,629.00	$1,079,722.00	$ 78,266.00	$ 88,641.00
Reserve	580	85.00	14,850.00	12,622.00	---	2,228.00
Total			$1,261,479.00	$1,092,344.00	$ 78,266.00	$ 90,869.00

Group 1 - 53% = W36 Group 2 - 45% = 580 Group 8 - 2% = 580
Contract No. 9904
Prefix: 303-1919
Prefix: 303-1071

*Note work by Southern Pacific Transportation Company estimated at $130,000 for installation of crossing protective devices is programmed under project RRP-9473(1).

Nonparticpating Work

Single Mailbox Supports	Each	1	80.00	$	80.00
Multiple Mailbox Supports	Each	4	182.00		728.00
Concrete Collars	Each	4	30.00		120.00
				$	928.00

CPL:bkb

9904.

Cascade Construction Company, Inc.

9904

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE 222-6427

Equal Opportunity Employer

December 24, 1986

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Janice M. Henry, Contract Accounting Supervisor

Enclosed are Assignment of Claims by Cascade Construction Company, Inc. to Cascade Construction Company, Inc. Liquidating Trust for the amount we have pledged in lieu of retainages and I assume any other payments to be received. This is the vehicle needed to allow Cascade to liquidate yet somehow the tag-end items must be cleared. The Surety has signed and one Power of Attorney is enclosed as documentation.

Our $258,000 U. S. National Bank Time CD matures Monday, December 29. I will renew it in the same amount in the name of Cascade Construction Company, Inc. As it matures Lakeside Industries should have been assigned Contract 10,190 which will release $125,000 as I believe that they will post securities also. If this isn't clear, please call me on Monday.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris, President (short term)

JEM:mk

cc: Connie Angel, Asst. Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

RECEIVED
HIGHWAY ACCOUNTING

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

December 24, 1986

Connie Angel, Assistant Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

RE: Cascade Construction Company, Inc.

Dear Ms. Angel:

Enclosed are copies of Assignments of Claim which we have delivered to the Highway Division of the Oregon Department of Transportation which assign the current deposit safekeeping receipt No. 269086 and any replacements or substitutions thereof from Cascade Construction Company, Inc. to Jon E. Morris, Trustee under the Cascade Construction Company, Inc. Liquidating Trust.

As funds are released by the State of Oregon they should be delivered to the trustee of the liquidating trust at P. O. Box 4267, Portland OR 97208 or bank transfer.

If you have any questions, please call me.

Very truly yours,

Jon E. Morris
Trustee for The Cascade Construction
Company, Inc. Liquidating Trust

JEM:mk

Enclosure

OREGON C.U.P. (*Cleaning Up Pollution*) AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

ASSIGNMENT OF CLAIM

Contract No.: OSHD 9904

FOR THE CONSIDERATION OF the covenants and conditions set forth in that certain Cascade Construction Company, Inc. Liquidating Trust (the "Trust"), CASCADE CONSTRUCTION COMPANY, INC., and Oregon corporation, hereby sells, assigns and transfers the within claim for retainage in the amount of Fifteen Thousand Dollars ($15,000) and the deposit to secure said retainage represented by U. S. National Bank of Oregon Safekeeping Receipt No. 269086, and any replacements or substitutions for said safekeeping receipt, and interest thereon as well as any additional funds that may be allocated to said contract under said safekeeping receipt, or any replacement or substitution thereof, together with all other sums due or to become due under said Contract

to JON E. MORRIS, Trustee, under the Trust and authorize and empower said JON E. MORRIS, Trustee to act as agent for Cascade Construction Company, Inc. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 22 day of December, 1986

Executed in the presence of us as witnesses:

Witness

Witness

CASCADE CONSTRUCTION COMPANY, INC.

By:

CONTRACTOR

The Travelers Indemnity Company

By:

SURETY

ATTORNEY-IN-FACT

APPROVED

Chief Counsel

Oregon Department of Transportation

734-1204(1-84)

The Travelers Indemnity Company

Hartford, Connecticut

If necessary, validation of this power of attorney is available at (203) 277-7839. Collect calls will be accepted

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

_____ Dean R. Petitt of Portland, Oregon _____

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

_____ Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof _____

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Resolutions adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985 which Resolutions are now in full force and effect:

VOTED That the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

VOTED That any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985:

VOTED That the signature of any officer authorized by Resolutions of this Board and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

_____ This power of attorney revokes any and all powers of attorney dated prior to November 1, 1985. _____

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of November 19 85.

THE TRAVELERS INDEMNITY COMPANY

THE TRAVELERS INDEMNITY COMPANY SEAL

By D L Bauto

Secretary, Surety

(Over)

S-2242 Rev. 9-85 Printed in U.S.A.

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

TO: THE FILES

DATE: December 24, 1986

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Cascade Construction Company Projects

I spoke with Jon Morris, Cascade Construction Company, on December 19, 1986, about the status of ODOT contracts held by Cascade. Cascade has been sold to Lakeside Industries. Jon advised me that Contract No. 10190 was being assigned in total to Lakeside and that the eight (8) remaining Cascade contracts were being assigned to Jon E. Morris Holding Company.

Hold Payment

I advised Jon that we had a contract with Cascade Construction Company, and no one else, and that proper assignments would have to be made to accomplish what they intended to do. I also advised him that the "Assignment of Claim" form provided by the Division was not sufficient to assign the entire contract, but was o.k. for assigning proceeds (money payment) of the contract. Further, Jon was advised that the matters of insurance and bond must be covered as specified under the contract and to our satisfaction before we could agree to their proposed total contract assignments.

Jon Morris advised me that John Mosser was his attorney and was handling this matter. He further suggested that Jack Sollis contact Mr. Mosser at 224-5430 so that there was no misunderstanding as to what was required.

Attached is a listing of ODOT-Cascade contracts that have not yet been finaled.

OBJ:mk

Attach.

cc: W. E. Schwartz
Commission Services
Al Harwood
Jack Sollis
Vern Skoog
Bruce Walton
Bill Anhorn

12241m

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CASCADE CONSTRUCTION COMPANY
ACTIVE PROJECTS NOT ACCEPTED
AS OF DECEMBER 19, 1986

* 9887	Stafford Road-Wilsonville Interchange
* 9904	SW Jean Road-SW Madrona
*10037	Clackamas Hwy.-Clackamas Bridge
*10112	Sandy River-Corbett Interchange
*10181	Villa Road Connection to Hillsboro-Silverton Hwy.
**10190	NE 60th Ave.-NE 82nd Ave.
*10250	UPRR O'Xing-N. Vancouver Ave.
*10253	District 2A Paving Project
*10317	East Marquam Street (Portland)

* Project complete. State checking final records, and any deficiencies found in records required of the contractor must be provided, corrected or satisfied. Contractor records must be available for three years after final acceptance. Surety must remain bound. All contractor warranties must remain in full force and effect.

** Project not complete. On-site work remains to be done. Assignee must comply with <u>all</u> contract provisions.

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 12, 1986

Jon E. Morris, President
Cascade Construction Company, Inc.
General Contractors
P. O. Box 4267
Portland, Oregon 97208

RE: Your Letter November 3, 1986

Dear Mr. Morris:

The Highway Division will require that all contracts listed in your letter of November 3, 1986 be assigned from Cascade Construction Company to Lakeside Industries and that such assignment be approved by the Highway Division. I would therefore suggest that you prepare the necessary assignment papers and forward them to Mr. Pat Schwartz, Assistant State Highway Engineer.

The assignments will also require the consent of the surety on each contract.

Very truly yours,

Jack L. Sollis, Attorney in Charge
Finance and Government Section

JLS:bk

cc: Fran Neavoll
Pat Schwartz

12/16 form. sent to Jon - COB

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

RECEIVED
NOV 07 1986
LEGAL

November 3, 1986

Dept. of Transportation
Transportation Building
Salem, OR 97310

Attention: George Bell, Assistant Director

Effective January 1, 1987, Lakeside Industries, P. O. Box 1379, Bellevue, Washington 98009 will purchase the construction equipment of Cascade Construction and assume all construction commitments for projects not essentially completed at that date. Cascade has the following open contracts with the Oregon Dept. of Transportation:

CONTRACT #	DESCRIPTION
9887	Stafford Road Interchange & Wilsonville Interchange
9901	N. E. Union Avenue - North Marine Drive (Portland)
9904	S. W. Jean Road - S. W. Madrona Street (Lake Oswego)
10,037	Clackamas Highway - Clackamas Bridge
10,112	Sandy River - Corbett Interchange
10,181	Villa Road Connection (Newberg)
10,190	N. E. 60th Avenue - N. E. 82nd Avenue
10,250	UPRR O'Xing - North Vancouver Avenue
10,253	District 2A Paving Projects
10,317	East Marquam Street Project

All of the projects noted are essentially complete with the exception of OSHD 10,190 which will not complete until the summer of 1987. Lakeside Industries is prepared to step into Cascade's position for this project and I must assume that your agency has some provision to accomplish the transfer. Please advise as to the transfer requirements. I will be writing all of the Project Managers for the remaining projects requesting immediate notification of any punch list items or paperwork known to be missing at this time. We will attempt to solve any open items before December 31, 1986 but in any event Lakeside will complete any remedial work required in 1987 for Cascade's account.

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Your prompt attention to my request regarding OSHD 10,190 will be appreciated for we would like to have all of the transfers in place by year-end.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: File

RECEIVED
NOV 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11/6/86
Ashoa Solis
What to do

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-9473(2)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
60

2A. COUNTY NAME
Clackamas

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
September 25, 1986

8. FEDERAL ROUTE NUMBER
FAU 9473

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
S. W. Madrona St.-S. W. Jean Rd.

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/17/86 we approve the revised Preliminary Engineering costs to a TEC of $241,600; Federal Funds $207,290.

(Increase TEC $54,300; Federal Funds $46,591)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/29/86	D. K. Hamner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

July 1, 1986

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
9904

Re: Time Extension Request
SW Jean Road-SW Madrona Street
Contract No. 9904
FAP No. M-IX-9473(4)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 100 calendar days is granted due to the late award of this contract.

The adjusted contract time of completion for this contract is April 24, 1986. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att. (2)
Bruce Walton

TE/282

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 5, 1986

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT:

SW JEAN ROAD - SW MADRONA STREET
CONTRACT No. 9904

Attached is a request for time extension from the contractor, and Gary Kennen's letter of analysis and recommendation.

The contractor's reference to factors beyond his control in awarding the contract is explained in Gary Kennen's letter.

Attached as backup data are copies of correspondence from the Program Section concerning the delay in awarding the contract. Although there is no indication that copies of these letters were sent to the FHWA, Tom Lowe has stated they were aware of the situation, and further stated that he did not see any problem with FHWA participation.

For the reasons listed in the contractors request and in Gary Kennen's letter, I recommend we grant the 100 day extension.

6-30-81

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 100 c.d. be granted due to late contract award.

E. Bjackmond

MC/ls
Attachment
cc: Gary Kennen

CE ___ CAE ___ COE ___ OM ___ OE ___ CA ___ CAM ___ BEO ___

RECEIVED
JUN 09 1986
CONSTRUCTION SECTION

SPC ___ TC ___ SA ___ CC ___ PE ___ CP ___ PQC ___ QCS ___ FILE ___

-1307

9901

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

June 25, 1986

In Reply Refer to
File No.:

CON 5
9904

Eoff Electric Company
556 Chamelton
P. O. Box 10828
Eugene, OR 97440

Attn: Kent Shappart
Branch Manager

Dear Mr. Shappart:

Re: Contract Time
SW Jean Road-SW Madrona Street
Contract No. 9904

Your June 5, 1986, letter has been referred to me for response.

The on-site work on the above project was completed on April 24, 1986, and not in January, as stated in your letter. The contractor, Cascade Construction Company, submitted a time extension request on April 29, 1986. Our field engineers have completed their analysis of the time extension request and formal response will be provided to Cascade Construction Company in a few days.

Sincerely,

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: Cascade Construction Co./attach.
Al Harwood/attach.
Gary Kennen/attach.

bc: W. E. Schwartz

06245m

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 25 '86
REFER TO
FOR:
Info | Inves | R/D | D/R | Sign | Act | File

734-2023 (2-85)

jc 9704

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-IX-9473(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10118

2A. COUNTY NAME: Clackamas

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 2, 1986

8. FEDERAL ROUTE NUMBER: FAU 9473

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S. W. Jean Rd. - S. W. Madrona St. (Lake Oswego) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 5/23/86 we approve the Program Change to joint finance the subject project utilizying Appn Code 177 funds.

This change will require the following revisions:
1. Appn Code ----- add 177 funds

RECEIVED
STATE HWY ENGR
JUN 11 '86
REFER TO
Potter
FOR
Dist | Dist | Sup | Adm | Engr | Jct | File

Orig. to
6/11

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/9/86	D. K. Hassmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Eoff

RVING CONTRACTORS,
W'S, UTILITIES AND
USTRIAL CUSTOMERS
CE 1919.

ortland
N.W. 10th Avenue
. Box 2828—97208
3) 222-9411

alem
. Box 709—97308
3) 363-9251

ugene
Chamelton
. Box 10828—97440
3) 342-1277

ancouver
Harney Street
. Box 407—98666
6) 694-7504
3) 226-6200 (Portland)

end
4 S.W. Hill
. Box 43—97701
3) 388-1544

June 5, 1986

Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attn: Larry Rulein
State Highway Engineer

RE: SW Jean Road SW Madrona St. OSHD#9904

Eoff Electric was a material supplier to Hamilton Electric, who was a sub-contractor to Cascade Construction Company, Inc. on the above job.

We are concerned with the length of time it has taken to review the 31 days of liquidated damages amounting to $9300.00, assessed to the job.

We understand that Cascade Construction has requested a time extension and made an appeal for relief of the liquidated damages. It would seem that since the job was completed in January the State has had adequate time to review the job and release the money, so that all of the concerned parties may be paid promptly. Eoff Electric would appreciate prompt action on this matter.

Thank You,

Kent Shappart
Kent Shappart
Branch Manager
Eoff Electric

KS/mam

WES
RIW
Orig to
6/9

RECEIVED
STAT: HWY ENGR
JUN 9 '86
REFER TO
Fredrickson
FOR

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: MAY 24, 1986

PROJECT NAME (SECTION): SW JEAN ROAD-SW MADRONA STREET

CONTRACT NO.: C09904

HIGHWAY: FAU 9473

COUNTY: CLACKAMAS

F.A. PROJECT NO.: M-1X-9473(4)

CONTRACTOR: CASCADE CONSTRUCTION CO

KIND OF WORK: GRADE PAVE SIGNS SIGNALS AND LANDSCAPE

DATE OF AWARD: MARCH 13, 1985

FIRST NOTIFICATION DATE: APRIL 4, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: MAY 1, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: April 24, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: May 20, 1986

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$1,172,744.46
ESTIMATED PROJECT COST	$1,158,588.94
ESTIMATED PERCENT OVERRUN/UNDERRUN	-1.2 %

ENGINEERING

AUTHORIZATION	$89,779.48
COST THIS WEEK	$0.00
TOTAL TO DATE	$123,431.00
PERCENT OF AUTHORIZATION	137 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	11/30/85	263	363	138	NO
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	8,520 CY	9,830 TN	6,700 TN			
EST. CORRECTED QUANTITIES	8,512 CY	11,680 TN	8,291 TN			
EST. PERFORMED TO DATE	8,512 CY	11,680 TN	8,291 TN			
PERCENT PERFORMED TO DATE	100	100	100	99	0	0

ACTIVITIES THIS WEEK:

PROJECT WORK COMPLETE. Semi-final submitted. Third Notification will be submitted when EWO invoices are received from contractor and final acceptance from Clackamas County and City of Lake Oswego.

FINAL REPORT

PROJECT VISITORS:

None

ACTIVITIES ANTICIPATED NEXT WEEK:

None.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Gary Kennen
GARY KENNEN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 23, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Progam Change
M-IX-9473(4)
S.W. Jean Rd.-S.W. Madrona Ave. (Lake Oswego) Section
Clackamas County

I request your approval of a program change to joint finance the subject project utilizing appn code 177 funds. This change will require the following revisions:

1) Appn Code: to add 177 funds.

Revisions in financing are indicated on the attached modified agreement.

RLC:me
Attachment
cc: R. Oakes
Ed Hardt (Region 1)
Wayne Schulte (Region 1)
J. Peterson
General Files
1 - Our File

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: May 23, 1986

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number M-IX-9473(4) S.W. Jean Road - S.W. Madrona Avenue (Lake Oswego) Section in the amount shown:

Current Obligation	Present Estimate	Increase
$1,092,344.00	$1,134,502.00	$42,158.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: G. Zehner, w/attach.
W. Schulte, Region 1, w/attach.
General Files

81-125-1387

9104

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Clackamas	Oregon

IN COMPANY WITH

Gary Kennen and Marion Craft; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/29/86	T. P. Lowe, Area Engineer James Klamerus, Highway Engineer Trainee	M-IX-9473(4)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	136 %	100 %

S. W. JEAN RD. - S. W. MADRONA ST. (LAKE OSWEGO)
FAU 9473 - LOWER BOONES FERRY ROAD
Grading, Paving, Signing, Signals and Landscaping

This project provides for the construction of four 12-foot lanes, a left turn median and with two foot shy distances to concrete curbs on basically the existing alignment. The project also involves installation of traffic signals at S. W. Jean Road and Lower Boones Ferry Road and at S. W. Pinkington Road and Lower Boones Ferry Road.

The contract provided for a specified completion date of November 30, 1985. The contractor exceeded the specified time considerably. A request for time extension is expected based, at least partially, on delays in awarding the conctract. I will address this matter in the final acceptance report following the State's analysis and recommendations.

The estimated final cost of $1,214,000 is 4 percent over the current authorization.

The project manager advised there were no significant materials problems in this project.

The project appears to have been constructed in conformance with the contract requirements and therefore acceptance is recommended.

- TPL -

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D R | [illegible] | [illegible] | File

by
5/6

NOTED
W. E. SCHWARTZ

COPY SENT
MAY 02 1986
[illegible] Region D.C.

Form FHWA-1446A
(Rev. 2-84)

9904

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
9004

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: ~~for~~ C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-IX-9473(4)

Contract 9904 ~~9004~~, Work Completed April 24, 1986

Project SW Jean Rd.-SW Madrona St. (Lake Oswego)

Highway FAU 9473

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 29, 1986

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

orig. to 6/18

BMW:ll

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
MAY 16 1986
OREGON DIVISION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-IX-9473(4)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Clackamas

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10118

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Insp | Inst | File

7. DATE AUTHORIZATION EFFECTIVE: December 6, 1984

8. FEDERAL ROUTE NUMBER: FAU 9473

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S. W. Jean Rd. - S. W. Madrona St. (Lake Oswego) Section

11. GENERAL DESCRIPTION OF WORK

Roadway Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12-6-84 as requested in Mr. Fredrickson's letter of 12-11-85 as being cost effective for the use of PGE forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $8,537.40;
Federal Funds $7,526.00.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/17/85	G. K. Hoosier	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

t

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9473(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10118

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: July 10, 1985

8. FEDERAL ROUTE NUMBER: FAU 9473

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S. W. Madrona St. - S. W. Jean St. (Lake Oswego)

11. GENERAL DESCRIPTION OF WORK:

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 7-1-85 the Program Change adding appropriation Code 177 to the subject project is approved. Also, as requested by Mr. Potter's letter of 7-1-85 the Program Change increasing Right-of-Way to a TEC of $650,000; FF $552,499 is approved.

(Increase TEC $36,666 - Federal Funds $31,166)

RECEIVED
STATE HWY ENGR
JUL 12 '85
Potter

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/11/85	John A. Wilken	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: July 1, 1985

In Reply Refer to File No.:
PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9473(3)
S.W. Madrona St.-S.W. Jean Rd. (Lake Oswego) Section
City Street
Clackamas County

I request your approval of a program change to joint finance the subject project utilizing appropriation code 177 funds available for use on March 13, 1985.

Enclosed are copies of a revised project agreement estimate and modification of Project Agreement (PR2A) for the revision in financing on the project.

GAP:RDF:jc

cc: R. Oakes
Ed Hardt (Metro)
W. Schulte (Metro)
J. Peterson
General Files

Form 734-3122

9904

May 3, 1985

CON 5

Cascade Construction Company, Inc.
PO Box 4267
Portland, OR 97208

#9904

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9904 for work on the SW Jean Road-SW Madrona Street (Lake Oswego) Section of FAU 9473 in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Enclosure

cc: The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen
Merle Anderson
L. E. George

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

October 12, 1984

The Lady's Construction Co.
P. O. Box H
West Linn, OR 97068

RE: S. W. Jean - S. W. Madrona

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
3	Temporary Signs	S.F.	348	7.50	2,610.00
4	Temporary Barricades	Each	10	38.00	380.00
21	Pipe Handrail	L.F.	130	34.00	4,420.00
47	Guard Rail, Type 1	L.F.	25	15.00	375.00
48	Guard Rail, Type 3	L.F.	75	38.00	2,850.00
49	Rail End Pieces, Type B	Each	8	44.00	352.00
50	Type 2 Fence	L.F.	900	1.85	1,665.00
51	3' x 48" Chain Link Single Gates	Each	1	275.00	275.00
64	Single Mailbox Supports	Each	1	80.00	80.00
65	Multiple Mailbox Supports	Each	4	182.00	728.00
66	Mailbox Concrete Collars	Each	4	30.00	120.00
67	Removal of Existing Sign Installations	L.S.	All	300.00	300.00
68	Wood Sign Posts	L.S.	All	2,350.00	2,350.00
71	Sign Support Footings	L.S.	All	1,400.00	1,400.00
72	Single Post Slip Base Sign Supports	L.S.	All	2,000.00	2,000.00
73	Signal Pole Mounts	L.S.	All	3,100.00	3,100.00
74	Type "A" Signs in Place	S.F.	247	21.00	5,187.00
75	Type "C" amd "D" Signs in Place	S.F.	173	8.00	1,384.00
76	Type "EE" and "I" Signs in Place	S.F.	51	10.00	510.00
77	Type "F" and "G" Signs in Place	S.F.	8	11.50	92.00
78	Type "U" Signs in Place	S.F.	14	18.00	252.00
79	Move and Reinstall Existing Signs	L.S.	All	350.00	350.00
				Total	30,780.00

RECEIVED
OCT 15 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R Morton

George R. Morton, Vice Pres. Eng.

OREGON C.U.P. (Cleaning Up Pollution) AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

cc: 4-76 cc Kay Turner

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

October 12, 1984

Dirt & Aggregate Interchange, Inc.
20905 N. E. Sandy Blvd.
Troutdale, OR 97060

RE: S. W. Jean - S. W. Madrona

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization	L.S.	All	8,000.00	8,000.00
6	Clearing & Grubbing	L.S.	All	24,800.00	24,800.00
7	Removal of Structures & Obstructions	L.S.	All	2,800.00	2,800.00
8	Ditch Excavation	C.Y.	1,370	10.50	14,385.00
9	Embankment Foundation Excavation	C.Y.	1,140	2.00	2,280.00
10	General Excavation	C.Y.	8,520	5.95	50,694.00
11	Stone Embankment	C.Y.	1,420	12.00	17,040.00
13	Finishing Roadbed and Slopes	L.S.	All	6,800.00	6,800.00
61	Loose Riprap, Class 50	C.Y.	542	25.00	13,550.00
				Total	140,349.00

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-76

RECEIVED
OCT 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

October 12, 1984

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

Attention: Lorene Aichele

RE: S. W. Jean - S. W. Madrona

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
92	Seeding, Fertilizing & Mulching	Acre	6	850.00	5,100.00
93	Furnishing and Planting Trees	Each	37	115.00	4,255.00
94	Furnishing and Planting Shrubs	Each	60	12.50	750.00
95	Furnishing and Planting Herbaceous Rhizomes	Each	2,220	3.85	8,547.00
				Total	18,652.00

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk
cc: 4-76

RECEIVED
OCT 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kitty Francis

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

October 12, 1984

The Kaspac Corporation
P. O. Box 02178
Portland, OR 97202

RE: S. W. Jean - S. W. Madrona

Ladys and Gentlemen:

We are pleased to notify you of our intent to award you a subcontract for the above referenced project as soon as we receive award of our contract from the Oregon State Highway Division

The items of work to be performed by you under the aforementioned subcontract are as follows:

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
59	Drainage Curbs	L.F.	310	3.00	930.00
80	Thermoplastic Pavement Arrows	Each	9	45.00	405.00
81	Thermoplastic Pavement "ONLY"s	Each	8	60.00	480.00
82	Thermoplastic Pavement Line	S.F.	645	2.10	1,354.50
83	Thermoplastic Pave RR Xing Markings	Each	5	175.00	875.00
84	Thermoplastic Pave Line, White 8"	L.F.	500	1.40	700.00
85	Thermoplastic Pave Line, Yellow 4"	L.F.	8,000	0.85	6,800.00
86	Mono-Directional Crystal Type I Mark	Each	320	3.00	960.00
87	Bi-Directional Yellow Type I Markers	Each	160	3.25	520.00
88	White Type II Markers	Each	640	2.00	1,280.00
				Total	14,304.50

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

cc: 4-76

RECEIVED
OCT 15 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turnbull

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Co. 3

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: E.L. Hardt
Metro Region Engineer

DATE: December 12, 1984

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: S.W. Jean Road-S.W. Madrona Street (Lake Oswego)
Prefix: 303-1071
Contract: 9904

As you are aware the survey problems on the project are unlikely to be resolved prior to April 1, 1985.

Cascade Construction Company, Inc. has been requested to extend the time their quoted bid prices will remain in effect. They have agreed and extended the time until May 1, 1985 (letter attached).

I would appreciate it if you would convey this information to the City and County Governments.

DMB:pkb
cc: J.H. Versteeg, w/attach.
J.B. Boyd, w/attach.

Bruce Boyd says everything on track!
HC

1 Versteeg ✓
Anderson
Adams
3 Macnab DMB
Edwards
Terpin
Trout
Wakeling

RECEIVED
DEC 12 1984
ROAD DESIGN SECTION

2 Duane DM

Do Not File ☐
Return To
Bring Up ----/----/----
Action

81-125-1307

Contains Recycled Materials

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

December 10, 1984

OSHD
206 Transportation Building
Salem, OR 97310

Attention: Gary A. Potter
Mgr. Program Section

RE: S. W. Jean Road - S. W. Madrona
FAU 9473 (Lower Boones Ferry Road)

Dear Sir:

Confirming Mr. George Morton's telephone conversation with you on December 10, 1984, we hereby agree to an extension of time for acceptance of our quoted bid prices until May 1, 1985. Our bid bond will remain in force.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: 4-76

PROGRAM SECTION
MANAGER GP RESOURCE UNIT
FA UNIT PROGRAM UNIT
DEC 11 1984
REFER TO
R/D ACT REPLY
DISC INFO FILE

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

99-1

OCN 21-10
Lake
Oswego
Sp.

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section
ORIGINAL SIGNED BY
EDWARD L HARDT

DATE: December 5, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: CONTRACT AWARD
SW Jean Rd.-SW Madrona St.
(Lake Oswsego) Section
Lower Boones Ferry Road

Your November 27 letter requested that we contact the City of Lake Oswego and Clackamas County regarding seeking a time extension from the low bidder on the Madrona-Jean project such that work would not commence until April 1, 1985. We have discussed this with representatives from both jurisdictions and they agree to this proposal. Please proceed.

ELH/gw
cc R. N. Bothman
E. S. Hunter
J. H. Versteeg
J. B. Boyd
Jim McClure
Curt Duval

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-128-1387

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: E.L. Hardt
Metro Region Engineer

DATE: November 27, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Contract Award
S.W. Jean Rd.-S.W. Madrona St. (Lake Oswego) Section
Lower Boones Ferry Road

Due to unresolved survey problems on the subject project, there appears to be two alternate courses of action relative to contract award. (1) Reject all bids or (2) seek a time extension until April 1, 1985, from the low bidder to allow correction of necessary documents prior to award.

We recommend the latter course be followed and ask that you seek concurrence from both the City of Lake Oswego and Clackamas County before we contact the low bidder.

We need to hear from you prior to December 15, when the current time extension to award expires.

WHW/GAP:me
cc: R.N. Bothman
E.S. Hunter
J.H. Versteeg
J.B. Boyd

1 Versteeg ✓
Anderson
3 Kuehn RK
4 Macnab HAP
Edwards
Terpin
Trout
5 Straum

RECEIVED
NOV 28 1984
ROAD DESIGN SECTION

2 Duane

Do Not File
Return To
Bring Up
Action

81-125-1387

Contains Recycled Materials

CON 21-10
Lake
Control

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 11, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 11 on the following projects:

1. Oregon Slough Bridge
   Pacific Hwy. Multnomah Co.
   Grading, Paving & Structure
   A separated two-way bicycle/pedestrian path will be constructed on this project.

2. SW Jean Road - SW Madrona Street (Lake Oswego)
   Lower Boones Ferry Road, Clackamas County
   Grading, Paving, Signing & Signals
   A twelve-foot raised median, twelve-foot interior lanes and fourteen foot curb lanes with an eight-foot sidewalk on the southerly side for bicycle/pedestrian traffic.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

81.125.1387

CON 21-10
Lake Oswego
x 2

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-IX-9473(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10118

2A. COUNTY NAME: Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27'84
REFER TO
Potter
FOR

Info.	Invest.	R/D	D/R	Sign.	Agt	File

7. DATE AUTHORIZATION EFFECTIVE: 9/19/84

8. FEDERAL ROUTE NUMBER: FAU 9473

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

S.W. Jean Road - S.W. Madrona Street (Lake Oswego) Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement, signing, signals and landscaping.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 8-29-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effictive.

Mr. Potter's 9/17/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,222,613 Federal Funds $1,059,308.

The continous rail trafic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/19/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

JCN 21-10
Lake Oswego
L.O.

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: MS 423

RECEIVED
STAT. HWY ENGR
AUG 28 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

AUG 22 1984

Colonel Robert L. Friedenwald
District Engineer
Portland District Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

RE: 071-OYA-4-003272-3, Oregon Department of Transportation
(General Permit), July 24, 1984

Dear Colonel Friedenwald:

We have reviewed the referenced public notice and the accompanying final negative declaration concerning a road widening on Lower Boones Ferry Road in Lake Oswego, Oregon.

We would have no objection to the issuance of this permit provided the applicant develops an acceptable mitigation plan to replace the wetlands eliminated by the project. We recommend the applicant work closely with the Oregon Department of Fish and Wildlife and U.S. Fish and Wildlife Service in developing this mitigation plan. In addition, we recommend this mitigation plan be made a condition of the 404 permit. We have reached agreement with the applicant on this course of action.

We recommend the Corps not take action on this permit until the recommendations contained herein are implemented. If the Corps decides to issue this permit without incorporating the above recommendations, we request notification pursuant to Section 7(b) of the July 7, 1982, Corps/EPA Memorandum of Agreement.

If you have any questions, please contact Mr. Gary Voerman of my staff at FTS 399-1448.

Sincerely,

Ernesta B. Barnes
Regional Administrator

cc: USFWS-Portland
ODFW
ODSL
Applicant

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: August 20, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Original Signed By
Max J. Klotz
Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 10118
Project No. M-IX-9473(4)
S.W. Jean Rd.-S.W. Madrona St. (Lake Oswego) Sec.
City Street in Lake Oswego
Clackamas County

Attached data consists of PR-1 forms with project maps and traffic signal warrants for S.W. Jean Rd. and S.W. Pilkington Rd.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 27, 1984.

Clearinghouse reviews were previously submitted.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

9914

CON 21-10

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 20, 1984

To: Executive Department
Federal-Aid Coordination Unit

Original Signed By
Max J. Klotz

From: for Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10118	M-IX-9473(4)	S.W. Jean Rd.-S.W. Madrona St. (Lake Oswego) PNRS No. 7510-2-590

DRH:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

HIGHWAY DIVISION - LOCATION UNIT

LOC 3

Don R. Adams
Final Design Engineer

May 11, 1984

Frank E. Terpin
Location Engineer

Preliminary Plan Review
S.W. Jean Road-S.W. Madrona (Lk. Oswego) Section
Lower Boones Ferry Road
Clackamas County

The subject plans were reviewed for provisions for bicyclists and were discussed with Metro Region staff and our Traffic Engineer. We reached a concensus that the typical sections be revised as shown in the enclosure.

Our decision was based upon the following:

1) This route is part of the local bikeway system and is used by bicyclists;

2) The proposal was developed several years ago before our current bicycle facility design guide was adopted. (This guide strongly discourages sidewalk bikeways); and,

3) A change in the curb-to-curb width is not possible at this point of project development.

The proposed changes in the "typicals" will provide an opportunity for bicyclists to use the roadway without altering the operational characteristics of the highway. We do not recommend designating either the shoulders or the sidewalk as a bikeway.

FET:JG:ge
Enclosure

cc E. L. Hardt
L. E. George

CON 21-10

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-9473(2) Lake

2. STATE PROJECT NO.
See Below (Clackamas)

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-16-84

4. PROGRAM NO.

5. ITEM NO.
M-60

2A. COUNTY NAME
Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/16/84	FAU 9473	City Street

10. GENERAL LOCATION:
SW Madrona Street - SW Jean Road

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/9/84 I approve the revised Preliminary Engineering costs to a TEC of $187,300, Federal Funds $160,699.

(Increase TEC $90,100, Federal Funds $77,305)

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to 4/19

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/16/84	D. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CoN 21-10
Lake O
Levee
St

April 5, 1984

PUB 10-1

The Honorable Mark O. Hatfield
United States Senator
114 Pioneer Courthouse
Portland, OR 97204

In response to your request of February 28, 1984, enclosed is a suggested reply to Norman C. Williams concerning the widening of Boones Ferry Road.

If you need anything further, please let me know.

Fred D. Miller
Director

kkr

Enclosure

bc: H. S. Coulter
E. L. Hardt
George Bell

SUGGESTED DRAFT FOR SENATOR HATFIELD'S CONSIDERATION

PUB 10-1

Norman C. Williams
P. O. Box 526
Lake Oswego, OR 97034

I am sorry to learn that you continue to be opposed to the improvements planned for Boones Ferry Road. Based upon the information I have received, however, the project is justified and is, further, eligible for federal funding.

The 64-foot roadway width planned for Boones Ferry Road is consistent with the description of the roadway voters approved in the City of Lake Oswego election on November 7, 1978. The notice of election said, in part: "The width of pavement available to automobile traffic will be 48 feet between Madrona Street in the vicinity of Lower Drive and 64 feet between Pilkington Road and Jean Road".

It is possible you may have confused the pavement width of 64 feet with the overall 78-foot right-of-way width required for the project. The actual right-of-way width was not subject to the election.

The State Highway Division, which is responsible for signing along the Interstate 5 Freeway, advises me it does not agree with your suggestion to sign Exit 292 for Lake Oswego traffic. A routing of Lake Oswego traffic along Kruse Way would be out-of-direction for the traveling motorist, according to the Division. This position is further supported by forecasts that Kruse Way will reach full capacity in the near future, due to major developments planned along this facility. The Boones Ferry Road project is needed to provide an alternative for motorists.

Railroad crossings were recognized as a problem by planners working on the Boones Ferry Road project; the crossings will be appropriately gated to afford safety to motorists. Construction of overpasses was not considered by project planners because of the high costs involved and because of the impact overpasses would have on adjacent properties.

Clearly, the Boones Ferry Road project is a necessary improvement. It is consistent with the State's goals of integrated transportation planning, and it is consistent with the plans of the Metropolitan Service District, the City of Lake Oswego, and of Clackamas County. I regret that you find yourself unable to endorse this effort to provide efficient transportation facilities for your area.

bc: H. S. Coulter
E. L. Hardt
George Bell

GHB:bb kkr

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Asst. State Highway Engineer

DATE: March 20, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: CONCERNS OF NORMAN C. WILLIAMS
BOONES FERRY ROAD IMPROVEMENTS

Senator Hatfield on February 28 wrote to Fred Miller giving him a copy of Mr. Williams' recent correspondence on the Boones Ferry project in Lake Oswego. You requested a draft response for this, which is attached. Also attached for your information is an article from the February 9th Lake Oswego Review commenting on Mr. Williams' concern, and a letter to the editor which appeared in the same paper from Lilly Engstrom, who leases property from Mr. Williams. Mr. Williams feels that if traffic was directed to Lake Oswego via Kruse Way, that the necessity to widen Boones Ferry Road would be eliminated. However, he overlooks the fact that Kruse Way will soon be loaded to capacity and alternative transportation means are needed in the area. The project has been long studied by the Metropolitan Service District and city and county planning people and have agreed that it is a necessity.

The attached draft responds to Mr. Williams' latest letter, but I doubt that it will satisfy him.

ELH/sly/cp
cc Jim McClure w/attachment

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RECEIVED
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81-125-1367

MARK O. HATFIELD, OREG., CHAIRMAN

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United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

February 28, 1984

Mr. Fred Miller
Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

This is in reference to Norman Williams' most recent correspondence regarding the widening of Boones Ferry Road. It is my understanding that the Governor's office has also contacted you about this matter. I regret that Mr. Williams is in such opposition to this project, but am hopeful that an additional report will be helpful to him.

Please address your comments to my Portland field office, 114 Pioneer Courthouse, Portland, Oregon 97204.

THank you again for your assistance in this matter.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:a
Enclosure

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Info | Inves | R/D ✓ | D/R | Sign | Act | File

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Info | Inves | R/D ✓ | D/R | Sign | Act | File

Mark O. Hatfield
United State Senator
Washington, D. C. 20510

Dear Mark:

In answer to your letter of December 13, 1983, regarding the widening of Boones Ferry Road, the person you assigned to answer my letter of December 8, 1983 has all the same tone as your assistant who wrote your letter of September 8, 1983. They feel that the local government is correct and justified in going ahead with this project and these letters should satisfy us. They certainly do not!

With the Federal Government financing 85% of the cost of this road project, the waste and damage should be re-investigated at this time. This project was started in 1963. The voting was in 1978. The voting was not on the 2-B drawing mentioned in your letter. We are enclosing the information we obtained from Lake Oswego City Hall regarding the ballot.

Boones Ferry north of Pilkington (East on their records) has much more traffic than Boones Ferry south of Pilkington (West on their records).

The sixth paragraph of your letter refers to the three signs on I-5 which I suggested in my letter which you say would be inappropriate. The State of Oregon, California, and many other states have signs approaching towns stating the number of exists. South of Salem there is one reading State Capitol next three exits. The same paragraph states that 292 would be out of the way route and inconsistent with good signing practice. Our inquiries prove that this statement is wrong! Recently Lake Grove has installed more light signals. I hear there is going to be more installed. I can't comprehend anybody going to Lake Oswego via Boones Ferry - Lake Grove with all of the potential traffic delay.

At the beginning of this project no one could foresee the growth in the Lake Grove area. Boones Ferry was classified as an east-west arterial street. There were no stop lights and very few stores in the area. To date, however, we have five functioning light signals and many more planned. The City, County, State and Federal overlooked the built-in "bottle-neck" caused by the

two railroad crossings. These crossings detain cars anywhere from five to fifteen minutes, two to three times daily, five days a week. At no time has the construction of an over-pass ever been discussed.

We now have Kruse Way, a four-lane direct connection from I-5 to Lake Oswego, bypassing the area of Lake Grove. (Distance from I-5 to Lake Oswego via Kruse Way is east and west.) Informed people traveling north bound on I-5 feel the fastest, and most direct route to Lake Oswego is via I-205 and Stafford Road. This route avoids two railroad crossings, the town of Lake Grove, school zones and traffic lights. At the present time it is the favorite route of most truckers and many, many local people. You can readily see the Metropolitan service district planning is now obsolete for this area's traffic requirements.

The future residential expansion is heaviest in the River District and Palisades area, located south of Lake Oswego. It is inconceivable that these people would use Boones Ferry road.

You must remember those drawings in the "Final Negative Declaration" were made by people to obtain all the money possible from the Federal Government and at that time there was not the resistance against paying taxes that now exists. Most people resist paying tax when that money is wasted. The City of Lake Oswego already owns enough right-of-way on Lower Boones Ferry to provide for two lanes of traffic and a turn lane, with additional property left for future use. This solution would result in minimum damage to businesses and at minimum cost for the taxpayer. Also, it would eliminate a legal battle for damage. At the present time the two lane road north of Pilkington is handling the traffic very well. We have observed that approximately 1/3 of the traffic crossing the north railroad crossing comes from Pilkington road. Also a survey of people employed in Lake Oswego finds that most use Stafford or Kruse Way.

The Boones Ferry project, using 78 ft. for four-lane traffic is not necessary. If carried out, the damage to Engstrom Motor Home Center alone will exceed $125,000.00. The extra cost of purchasing additional land and payment of

damages and legal costs represents a waste of taxpayer monies.

We feel it is the citizen's duty to call things like this to the attention of the elected representatives and also the citizen's duty to help the police department. I believe that it is the State representative's duty to make sure the return of Federal money to the State is done in an efficient manner, not wasted.

We must remember that this entire project was proposed, drafted and developed by civil service employees who have very little responsibility or care for the tax dollars to be spent.

Sincerely,

Norman C. Williams

NCW/jlv

53. WATER SYSTEM IMPROVEMENT BONDS

Shall the City of Lake Oswego be authorized to issue general obligation bonds in the amount of $5.956 million for the purpose of constructing, reconstructing, replacing, or extending water works, water pipelines, water reservoirs and water pumping facilities?

YES	5,299
NO	3,821

NO. 54. MAY THE CITY CONSENT TO WIDENING BOONES FERRY ROAD

The City of Lake Oswego has proposed to widen Boones Ferry Road between Madrona Street and a point 800 feet southwest of Jean Road. The width of pavement available to automobile traffic will be 48 feet between Madrona Street and the vicinity of Lower Drive and 64 feet between Pilkington Road and Jean Road. The 48 foot width will contain four travel lanes; the 64 foot width will add a continuous two-way left turn lane.

YES	5,939
NO	3,411

NO. 55. WATER SYSTEM REFINANCING BONDS

Shall the City of Lake Oswego be authorized to issue general obligation bonds in the principal sum of $1,011,500 for the purpose of refinancing of water system obligations owing to the Mt. Park Corporation? The City estimates savings averaging $15,000 to $24,000 per year over the remaining life of the obligations.

YES	5,669
NO	3,285

NO. 56. PROPOSAL TO WIDEN THE OSWEGO CREEK BRIDGE

May the City consent to the construction of the new Oswego Creek Bridge along the alignment of the existing bridge? The new bridge will abut the east side of the existing bridge and be of similar construction. The combined width of pavement will be 54 feet, comprising four travel lanes and an 8 foot sidewalk on the east side and a 5 foot sidewalk on the west side.

YES	6,868
NO	2,590

NO. 57. TO ISSUE $1,145,000 PARK AND OPEN SPACE BONDS

Shall general obligation bonds in the amount of $1,145,000 be authorized to be issued by the City of Lake Oswego for the purpose of acquiring 8 specified park and open space sites?

YES	4,449
NO	4,712

Boones Ferry widening prote

By SHARON DeBUSK
Staff Reporter

Lil Engstrom, owner of Engstrom Motor Home Center on Boones Ferry Road, and Norman Williams, her landlord, are dead set against the city's plan to widen Boones Ferry Road.

It's not that they don't think Boones Ferry Road needs to be widened. But they don't agree with the city on how much it needs to be widened, and they object to having to give up property to see the job done.

The city has been negotiating with property owners along Boones Ferry Road to acquire easements to widen the road from two to four lanes with a turning lane and sidewalk. As the project deadline approaches, condemnation proceedings are starting to look like a probability, at least on some of the properties.

"When I heard that the city was planning to go ahead with condemnation proceedings if they couldn't come to an agreement I really got mad," said Engstrom.

The city is planning to begin widening Boones Ferry Road from Jean Road to Pilkington Road this summer. Later, probably in 1986, it will widen the road to four lanes (without the turn lane) from Pilkington to Madrona Street. An 8-foot sidewalk will extend the length of the improvement, and the railroad crossings at Lower Drive and Jean Road also will be repaired.

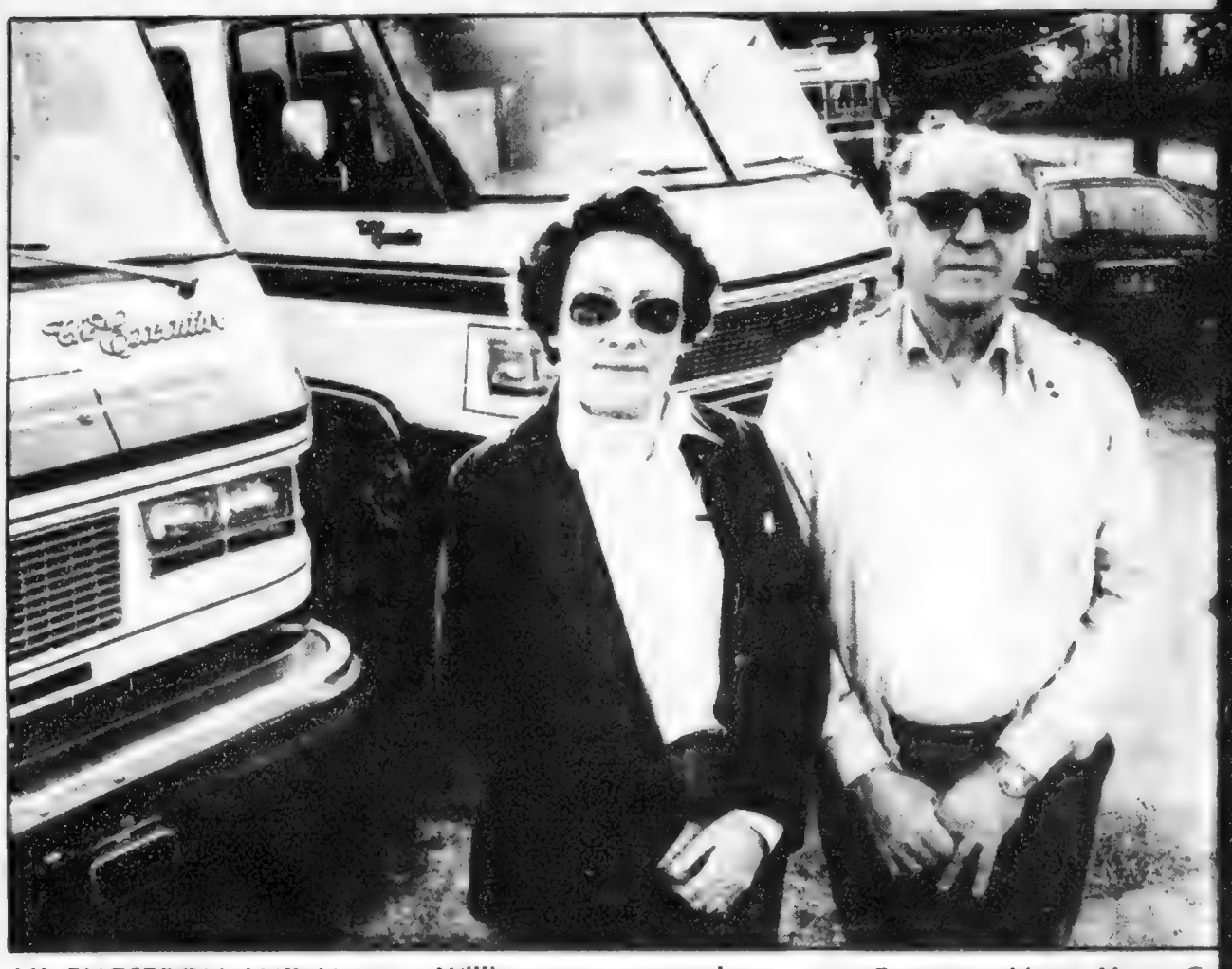
Public Works Director Godsey said the city had reached agreement on easements with 50 to 60 percent of the 51 property owners, but 20 to 25 of the property owners have not agreed.

In order to get about $2.2 million in federal government financing for the project, easements must be acquired by the end of March, he said. If no agreement has been reached, negotiations will continue through condemnation proceedings. The city is providing about $165,000 in local matching funds for the $2.6 million project.

Godsey said that many of the property owners along the road agreed to the project. "Her concern is not new to us secause we've been dealing with her through the state Highway Division for several months. But other people along there want the project to go through because they see the benefit from it."

Engstrom has leased, and Williams has owned, the property since 1972. They have several problems with the project.

"They are creating a bottleneck on Boones Ferry," says Engstrom, who can't understand why the road must be five lanes on the stretch in front of her business but only four lanes in the second stretch up toward Madrona.



LIL ENGSTROM AND Norman Williams are opposed to the city's plan to widen Boones Ferry Road from Jean Road to Pilkington Road later this summer. Engstrom owns Engstrom Motor Home Ce Road, and Williams owns the p Alan Borrud)

The second stretch of road has few businesses or accesses on it, so it did not need a turning lane, said Godsey.

Engstrom and Williams also are opposed to giving up any property for the project. The city has asked them for an easement 5 feet wide and 261 feet long.

Engstrom is hesitant to grant the city an easement because it would diminish the display area in front of her building for her motor homes, costing her, she claims, $125,000 to $175,000 in renovations if she stays there. And she says she can't leave because she signed a 20-year lease contract in 1972 that doesn't expire until 1992.

The city has offered to offset the costs by improving storm drainage on the property, but she has asked for damages that the city does not feel it can afford to pay.

Engstrom says her concern goes deeper than her personal loss. "There is enough traffic in Lake Grove without the Lake Oswego traffic too," she says.

She and Williams believe that the traffic could be limited if the state would change the Interstate 5 freeway exit sign at Boones Ferry Road to read "Lake Grove" instead of "Lake Oswego." Lake Oswego traffic could take the Kruse Way exit, she said.

"If they send the traffic through Kruse Way, they could avoid the railroads, five traffic signals, school zone and business community in Lake Grove," Engstrom said.

But Kruse Way could not handle all the traffic from Boones Ferry, countered Godsey. "Today it could handle it, but in the future it could not. And the future is coming on real fast as development starts on Kruse Way," he said.

In addition, he said, Boones Ferry Road was identified as a major arterial by the Metropolitan Service District, Clackamas County and t overall trans

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Boones Fe 8,000 to 10, Godsey. The 18,000 vehicl ment occurs.

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LIL ENGSTROM AND Norman Williams are opposed to the city's plan to widen Boones Ferry Road from Jean Road to Pilkington Road later this summer. Engstrom owns Engstrom Motor Home Center, 17850 Boones Ferry Road, and Williams owns the property. (Staff photo by Alan Borrud)

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"If they send the traffic through Kruse Way, they could avoid the railroads, five traffic signals, school zone and business community in Lake Grove," Engstrom said.

But Kruse Way could not handle all the traffic from Boones Ferry, countered Godsey. "Today it could handle it, but in the future it could not. And the future is coming on real fast as development starts on Kruse Way," he said.

In addition, he said, Boones Ferry Road was identified as a major arterial by the Metropolitan Service District, Clackamas County and the city. It is tied in with an overall transportation plan in the region.

"If you take the traffic off Boones Ferry you have to accommodate it somewhere else."

Boones Ferry Road currently handles 8,000 to 10,000 vehicles per day, said Godsey. The city projects that it will carry 18,000 vehicles per day as future development occurs.

"The anticipated traffic count cannot be handled with a two-lane facility," he said.

Engstrom and Williams claim that the project will be a "tremendous hardship" on the businesses in the area as well as a waste of tax dollars.

"I will not be engaged in a government rip-off," said Williams, who has written letters to local representatives and even President Ronald Reagan expressing their concern about spending federal dollars on a project that they believe is unnecessary.

Letters

Reader 'shocked' by road project

To the Editor:

My reaction to the article in the Review Jan. 24, 1984, written by Sharon DeBusk about the project of widening Boones Ferry Road, was one of shock.

Just for the sake of federal funds, our mayor and City Council are ignoring the pleas and welfare of business people along the way and spending taxpayer funds on an unnecessary "improvement." Unnecessary because an alternate route via Kruse Way could cause less congestion and certainly much less expense.

The article reports that "the city has not been able to reach agreement with all of the property owners." Why not? Has anybody reported the side of the businesses affected or the property owners?

A tremendous hardship would be perpetrated on many of the businesses along Boones Ferry Road if the proposed widening project goes ahead. That may be partly why these property owners and businesses can't agree to this project.

Now the city threatens to "condemn property in order to move forward with this project if agreements are not reached soon."

We ask ourselves why the city really is so anxious to move ahead with a project which was planned in 1963, long before Kruse Way connected with the I-5 freeway.

At this point in time sending heavy traffic through five working signals (with many more planned), one school zone (20 mph during school hours), a booming business community, two railroad crossings with trains stopping traffic three times daily (8 a.m. and 4:30 p.m.) just to get a bunch of federal tax dollars to spend is ridiculous.

And — get this — the city plans a 10-foot-wide bicycle and walking path along Boones Ferry Road, between the two sets of railroad tracks only; no continuation of the path is plannned on either side. Why do we need a sidewalk and a bicycle path leading absolutely nowhere?

This much unnecessary widening will cause prohibitive costs to the well-established businesses and take valuable property away from them. Is Lake Oswego really so anxious to spend $2.6 million in federal tax dollars as to insist on this old widening plan?

Trucks already use I-205 and Stafford Road to get to Lake Oswego. Why can't the state put up a sign on I-5 indicating the best and quickest route to Lake Oswego via Exit 292 (at Kruse Way) and a sign on 290 stating "Lake Grove?" Is this too easy and simple a solution to the problem?

Lilly Engstrom
17850 Boones Ferry Road
Lake Oswego

(Editor's note: City plans show that an eight-foot sidewalk will extend from Jean Road to Madrona Street, not just between the railroad, when the project is completed. No bike path has been identified as part of the project.)

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HIGHWAY DIVISION

FILE

March 27, 1984

Robert N. Bothman
Assistant State Highway Engineer

Madrona-Jean Project

Responded to several calls from Chris Wright who was attempting to draft a Governor's response concerning a right-of-way acquisition on the Madrona-Jean project in Lake Oswego.

Chris is attempting to get into detail in the development of the project, the need for the project, the approval process, right-of-way acquisition, etc. I have provided nim information on the developmental process, the environmental impact state ment, hearing documentation, and plans. I have also obtained information from MSD relative to the comprehensive plan and provided him that information.

I did suggest he contact Peter Harvey, City Manager, which he did.

I asked Bruce Boyd on Friday to follow-up our right-of-way negotiations and advise Chris of that activity.

RNB:lks

cc H. S. Coulter
Edward Hardt

9904

CON 21-10
Lake Oswego
1 p. 1

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-9473(3)
Jean Rd-Madrona St Section
Lower Boones Ferry Road
SPRR Crossing

Date: March 16, 1984

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur in the proposed plan for railroad proctection gates as requested by Mr. Duval's March 6, 1984, memorandum to Cliff Christianson.

for Dale E. Wilken

cc:
OSHD (C Duval)
OSHD (E Hardt)

NOTED
W. E. SCHWARTZ

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9904

Lake Oswego

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILES

DATE: March 5, 1984

FROM: Norman J. Cuno
Design Team Supervisor

SUBJECT: S.W. Jean Road-S.W. Madrona Street
Lower Boones Ferry Road
Clackamas County

This project was assigned to the designer (Carl Barner) on June 10, 1981 and still is not completed. The primary reason this project is not completed is the large number of revisions requested by the City of Oswego and their slow response in furnishing the support data for these requests.

These revisions and delays have caused a very substantial increase in the Preliminary Engineering costs. Preliminary Engineering costs are now estimated at $42,000 to $45,000, as opposed to the $12,000 originally set up for the project.

Briefly stated, this project has progressed in the following manner:

June 10, 1981

The designer started work on the project.

August 10, 1981

The designer started revisions due to a change in the typical sections.

August 25, 1981 - June 8, 1982

The designer was working on other projects.

June 8, 1982

The project was returned to the field for re-evaluation. The cost for the project was well beyond the funds available.

January 12, 1982

The designer began work on the revised Unit 1 portion of the project. The new concept of a Unit 1 and Unit 2

81-125-1367

project required grade revisions and included a substantial off-site storm sewer drainage system. The designer worked on the project from January 12 through March 18 and then stopped work while waiting for data on the proposed off-site drainage.

April 21, 1982

The designer received some of the City of Oswego's storm sewer data from Curt Duval and was informed by Curt that this drainage plan would require a re-design of the highway's system because of changes in the outfall location. Curt also mentioned that changes in the location of several driveways would be coming. The designer worked on these revisions up to May 12, 1983.

May 12 - October 23, 1983

The designer worked on this project sporadically during this time period. This work was in response to changes in or proposals for drainage, driveways, right-of-way, and railroad crossings. These revisions resulted in 13 requests for right-of-way revisions and a total of 12 design revisions.

October 24 - November 10, 1983 and
December 19, 1983 - February 7, 1984

During this time, the designer worked on the railroad crossings, right-of-way revisions, traffic signals, driveways, and drainage revisions. On December 19, he was notified of a major grade revision in the vicinity of Pilkington Road. This revision necessitated revisions in easements for slopes.

The designer is still waiting on the City of Oswego for data on about 50% of their storm sewer system and the final decision on how to handle the railroad crossing at Jean Road.

NJC:ja

Norman J. Cerro

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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Minimum Payment Valuation Procedures
Oregon Project IX-9473(3)
SW Madrona - SW Jean Road - Lower Boones Ferry Rd
Ref: J. B. Boyd's ltr 3/28/83

Date: March 30, 1983

From: Division Administrator

Reply to Attn. of: HRW-OR

NOTED
H.S.COULTER

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

As requested by Mr. Boyd, we approve the use of the minimum payment valuation procedures on the 19 files identified. The use of these procedures is limited to the conditions set forth in our letter dated December 29, 1981 when the procedures were approved for use on a demonstration basis.

John D Wilkman
Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (Roger Hansen, R/W)
OSHD (Project Mgmt) D E Swan

RECEIVED
STATE HWY ENGR
MAR 31 '83
REFER TO

GENERAL FILES

CON 21-10
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City

December 12, 1983

Norman C. Williams
P.O. Box 526
Lake Oswego, OR 97034

I appreciate receiving copies of your correspondence with Senator Hatfield and his reply to your concerns regarding the widening of Boones Ferry Road. The senator has been in touch with the Oregon Department of Transportation on the matter, and I am sure you will be hearing from him soon.

Thank you for keeping me informed on this matter.

Sincerely,

Victor Atiyeh
Governor

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bc: Highway Division ✓

NOTED
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STATE OF OREGON

INTEROFFICE MEMO

TO: SCOTT COULTER
State Highway Engineer

DATE: December 2, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: DRAFT RESPONSE FOR SENATOR HATFIELD
TO NORMAN C. WILLIAMS

Attached is a draft response for Senator Hatfield's consideration to answer the November 1 letter of Mr. Norman Williams of Lake Oswego. This originally came to us as a request for a response for the Governor since he had been sent a copy of Mr. Williams' letter. We have since been asked to form the response for the Senator's consideration and George Bell's office would take care of getting the information to the Governor's office.

It appears that Mr. Williams is basically opposed to the project which widens Boones Ferry Road in front of his business. It requires a 5 foot strip of right-of-way from his property. This is a project that the City has sponsored and has been on the drawing boards for a number of years. We are doing the design, right-of-way acquisition, and will do the construction when the project goes to contract. Mr. Williams' letter tries to find a fault with the environmental and developmental process, and I believe the draft speaks to the issues that he has raised.

ELH/gw
Attachment
cc Jim McClure

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MARK O. HATFIELD, OREG., CHAIRMAN

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JAMES A. MC CLURE, IDAHO
PAUL LAXALT, NEV.
JAKE GARN, UTAH
HARRISON SCHMITT, N. MEX.
THAD COCHRAN, MISS.
MARK ANDREWS, N. DAK.
JAMES ABDNOR, S. DAK.
ROBERT W. KASTEN, JR., WIS.
ALFONSE M. D'AMATO, N.Y.
MACK MATTINGLY, GA.
WARREN RUDMAN, N.H.
ARLEN SPECTER, PA.

WILLIAM PROXMIRE, WIS.
JOHN C. STENNIS, MISS.
ROBERT C. BYRD, W. VA.
DANIEL K. INOUYE, HAWAII
ERNEST F. HOLLINGS, S.C.
THOMAS F. EAGLETON, MO.
LAWTON CHILES, FLA.
J. BENNETT JOHNSTON, LA.
WALTER D. HUDDLESTON, KY.
QUENTIN N. BURDICK, N. DAK.
PATRICK J. LEAHY, VT.
JIM SASSER, TENN.
DENNIS DE CONCINI, ARIZ.
DALE BUMPERS, ARK.

J. KEITH KENNEDY, STAFF DIRECTOR
THOMAS L. VAN DER VOORT, MINORITY STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

November 25, 1983

Mr. Fred Miller
Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

Enclosed please find a copy of a correspondence I have received from Norman Williams. As you will remember I previously brought Mr. Williams' concerns with the widening of Boones Ferry Road to your attention. He feels the original information was not correct and has provided additional comments regarding this project.

You review and remarks on this matter would be helpful in responding to this individual. Please direct your correspondence to my Portland field office, 114 Pioneer Courthouse, Portland, Oregon 97204.

Your assistance is appreciated.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:a
Enclosure

11/30 by Dillard

RECEIVED
STATE HWY ENGR
NOV 30 '83
REFER TO Hewitt
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X
will handle as [illegible]

RECEIVED
DOT DIRECTOR
NOV 29 '83
REFER TO Coulter w/file
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

November 1, 1983

Mr. Mark O. Hatfield
United States Senator
Washington, D. C. 20510

Dear Mark:

Thank you for your letter of September 8, 1983 and your effort in obtaining the information you sent. However, the information you obtained from the Department is not correct regarding the widening of Boones Ferry Road.

We have a twenty-eight page statement entitled "Final Negative Declaration." This Project started in 1963 and a new plan in July 19, 1975. In this report, there are seven drawings. The widest is 90 ft. including center shrubbery with two 4 ft. areas between the roadway and sidewalks. The fifth drawing is 60 ft. including four lanes and two walkways. The one they want to build now has not been approved by the voters. The voters approved measure 54 on November 7, 1978 which called for a 64 ft. right-of-way. What they have marked off now is 78 ft. including a 12 ft. center turn lane with four 13 ft. autolanes, ~~14~~ ft. walk and ~~bicycle~~ paths.

The Boones Ferry access requires the motorist to cross two sets of railroad tracks used for switching which results in long delays, pass through the congested community of Lake Grove, stop at three traffic signals and pass through a school crossing.

The "Final Negative Declaration" contains many erroneous statements. Pages 13-14 state, "This is a particularly hazardous or busy street having forty school buses and forty-three Tri-Met bus trips per day". There are no school buses or Tri-Met buses using the roadway between Pilkington and Jean Road. They also say there are wigwam signals at the railroad crossings, however, there is only one, and it is at the north end.

On January 11, 1977, an informal meeting open to the public was held. Page 6 of the Declaration states "Reaction to the proposed improvement was generally favorable. Most persons say that the project is necessary to handle the anticipated traffic volume on Lower Boones Ferry Road." This meeting was held before Kruse Way and I-205 were built. Kruse Way is a four-lane access road connecting I-5 and Boones Ferry Road, providing an adequate by-pass to Lake Grove and the project in question.

In our original letter to you, dated July 23, 1983, we did not mention that many trucks going into Lake Oswego use I-205 and Stafford Road as it does not have railroad crossings or traffic signals which allows faster access to Lake Oswego.

Furthermore, the State of Oregon should change the existing exit signs on I-5 for Lake Oswego to read: "Next three exits to Lake Oswego", with one exit at I-205 Interchange, others at 290 and 292. The exit at 290 to include Lake Grove, exit 292 would include Lake Oswego, Lake Grove, Tigard and Beaverton. This would provide excellent access to Lake Oswego, with far less damage to the adjacent businesses and cost considerably less than the City of Lake Oswego proposal. A more equitable solution would be a two-lane road with walk and bicycle paths between Pilkington and Jean Road. The width required for this would be 40 ft. for the roadway and 20 ft. for the walkways and bicycle paths making a total of 60 ft. maximum width. Such a solution would provide what traffic relief is required at minimal hardship to the effected property owners.

I have always run my business in an efficient and honest manner. I will not sanction any dishonest and wasteful unnecessary government spending that would damage the effectiveness of the businesses adjacent to the roadway in question. There are many ways to improve this road without wasting money, and damaging the roadside businesses.

If these reasonable and practical recommendations are not implemented and the City and the State insist on their ripoff of the 85% Federal Government subsidy, then I will insist on damages for the leasees of my property.

Yours very truly,

Norman C. Williams

Norman C. Williams
P. O. Box 526
Lake Oswego, Oregon 97034

NCW/jlv

GENERAL FILES

CON 21-10
Lake Oswego
L.O.

RECEIVED
STATE HWY ENGR
AUG 1 '83
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

July 23, 1983

RECEIVED
JUL 28 1983
Governor's Office

Dear Mr. President:

This letter is addressed to you, Mr. President, for distribution to the appropriate departments. The purpose of this letter is to eliminate wasteful government spending and prevent damage to industry that is located approximately ten miles south of Portland, Oregon. Hopefully, your administration is interested in eliminating duplication of effort and spending started in previous administrations.

The proposed project is a widening of Boones Ferry Road from Interstate 5 freeway to the City of Lake Oswego. Here are the facts:

1. A brand new four-lane expressway was completed during the past three years from I-5 to Lake Oswego only two miles north of the proposed widening, however, the I-5 signage still reflects the old route as the access to Lake Oswego. (See map attached). The City of Lake Oswego and the State of Oregon have deliberately routed traffic over the Boones Ferry Road to get the Federal Funds. (This was told to me by a state employee). The state could change the signs on I-5 to send the traffic north two miles to a four lane - already constructed road that will take the cars and trucks directly into Lake Oswego.

2. The Boones Ferry access requires the motorist to cross two sets of railroad tracks used for switching which results in long delays, pass through the congested community of Lake Grove, stop at three traffic signals and pass through a school crossing.

3. The widening of the roadway places undue hardship upon small businesses that need the roadside depth to properly conduct business.

The decision to widen this road was made prior to the completion of the access Lake Oswego Kruseway mentioned above. It is my sincere belief that you should commence an investigation of this unnecessary and wasteful expenditure before the actual construction is under way.

I am an affected property owner that has no objection to selling some of my property to the state, however, I resent the hardship this causes to the small business effected by this widening and this wasteful government spending by the State and the City of Lake Oswego simply because the Federal money was made available by previous administrations.

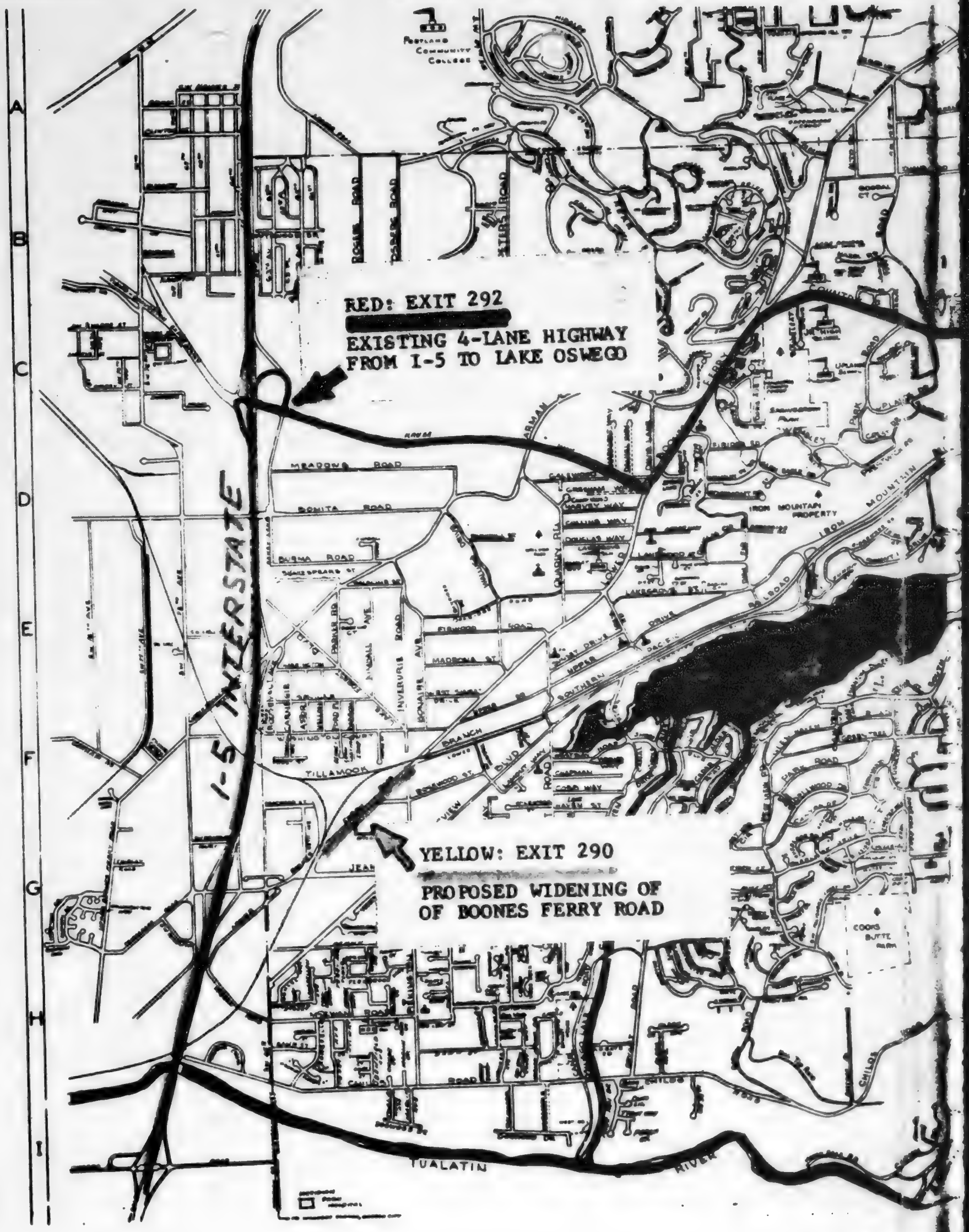
Yours very truly,

Norman C Williams

Norman C. Williams
PO Box 526
Lake Oswego, Oregon 97034

cc:
Governor Vic Atiyeh
Senator Mark Hatfield
Senator Bob Packwood
Representative Les AuCoin
Representative Denny Smith

RECEIVED
DOT DIRECTOR
AUG 1 '83
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File


RED: EXIT 292
EXISTING 4-LANE HIGHWAY
FROM I-5 TO LAKE OSWEGO
YELLOW: EXIT 290
PROPOSED WIDENING OF
OF BOONES FERRY ROAD
I-5 INTERSTATE
PORTLAND COMMUNITY COLLEGE
ROSE ROAD
TERWILLIGER
BOONES FERRY ROAD
MEADOWS ROAD
BONITA ROAD
DAKOTA ROAD
FIRWOOD ROAD
MADRONA ST.
SOUTHERN PACIFIC
BRANCH
TILLAMOOK
BOONES FERRY ROAD
IRON MOUNTAIN PROPERTY
IRON MOUNTAIN
PARK ROAD
COORS BUTTE
TUALATIN
RIVER
A
B
C
D
E
F
G
H
I

THIS MAP IS THE SOLE PROPERTY OF THE LAKE OSWEGO CHAMBER OF COMMERCE, AND MAY NOT BE REPRODUCED OR COPIES SOLD FROM SUCH REPRODUCTION WITHOUT THE WRITTEN AUTHORITY OF THE LAKE OSWEGO CHAMBER OF COMMERCE

LAKE OSWEGO, OREGON

N

LEGEND

PUBLIC BLDGS

ARMORY

CHAMBER

ROAD

CHURCH

SCHOOL

PARK

REVISED NOVEMBER 1962

BY

ANDY PARKS AND ASSOCIATES
REGISTERED OREGON LAND SURVEYORS

TRYON CREEK STATE PARK

ROAD

OSWEGO LAKE COUNTRY CLUB

LAKEWOOD BAY

MOUNTAIN

OAK ST

PALISADES SCHOOL

BERGIS ROAD

SKYLANDS DR

MARYLHURST COLLEGE

ROSEMONT ROAD

WILDA ST

MILLCREST DR

MAPLETON DRIVE

WEST LINN CITY LIMITS

Lake Oswego

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

May 26, 1983

J. H. Versteeg
Road Design Engineer

File 33546
S.W. Jean Road-S.W. Madrona Street
(Lake Oswego) Section
Lower Boones Ferry Road
Clackamas County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 26 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

Attached is a description (1 file) and an authorization covering additional right of way required from the railroad for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

99-1

CON 21-10
Lake Oswego
Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1983

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Attn: HRW-OR/

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Minimum Payment Appraisal
Format and Procedure
Files 52525, 52528, 52533,
52535 to 52550
Project IX-9473(3)

NOTED
H.S.COULTER

Per discussions with your Division Right of Way Officer, we request approval to use the Minimum Payment Valuation format and procedure in the appraisal of minor acquisitions on this project.

The State proposes to use this format and procedure, as suggested in your letter of November 10, 1981 (HRW-OR/), as a demonstration project in the acquisition of minor takings on the SW Jean Road-SW Madrona Section of Lower Boones Ferry Road in Clackamas County.

Upon completion of this demonstration project the State will submit its findings regarding time and costs, projecting same in annual savings anticipated if the subject format and procedures are then approved for general use.

RECEIVED
STATE HWY ENGR
MAR 29 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JBB:lm
Attachment

cc: Fred Miller
H. S. Coulter
E. S. Hunter
V. E. Skoog
Gary Potter

Form 734-3122

STATE OF OREGON

INTER-OFFICE MEMO

TO: Roger Hansen
Appraisal Supervisor

DATE: March 25, 1983

FROM: Virgil Wilson
Region II R/W Supervisor

SUBJECT: SW Jean Road-SW Madrona Street
Lake Oswego
Lower Boones Ferry Road
Clackamas County
FAP: IX-9473(3)

The following files on the above-mentioned section required for drainage easements are estimated to be under $500 per file. Please obtain approval from FHWA to use the abbreviated form on these files:

File 52528 - Schaefer
52533 - Wieneke
52525 - Johann
52535 - Kovtynovich
52536 - Warren
52537 - Cook et al
52538 - Carpenter
52539 - Crawford and Rivord
52540 - Mickelson
52541 - Paz
52542 - Volk
52543 - Martin
52544 - Mell
52545 - Hendren
52546 - Oregon Bank (Cramer; C.P.)
52547 - Schwerdfager
52548 - Lee
52549 - Crawford (R. & S. Properties, C.P.)
52550 - Kimball

VW:lj

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAR 25 1983
M AM ADM NBR CA ES
FMS AS CE OS TA AU
0 1 2 3 4 5

2 1983

Lake Oswego

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

January 19, 1983

J. H. Versteeg
Road Design Engineer

Files 53247 & 53248
S.W. Jean Rd.-S.W. Madrona St.
(Lake Oswego) Section
Lower Boones Ferry Road
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 19 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached are descriptions (2 files), an authorization and right of way prints covering additional right of way required for the subject project, scheduled for fiscal first quarter of 1984.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

CON 21-10
Lake Oswego
Jp.

October 1, 1982

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

AGR 4-1

Attention: Helen D. Bush
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5527

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Construction-Finance Agreement for an Interstate Transfer Project to construct the Madrona Street-Jean Road Section of S.W. Lower Boones Ferry Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jf
Attachment

bc: Don Harwell

CON 21-10
Lake Oswego
file - St

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: July 2, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 205
S. W. Madrona St.-S. W. Jean Rd.
S. W. Lower Boones Ferry Road
City of Lake Oswego

MISC. CONTRACTS and
AGREEMENTS No. 5527

Enclosed are two fully executed copies of the subject services agreement.

The old prefix 303-2537 is still a valid prefix.

AE
mp
Enc.

cc: C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Relocation, w/c
Condemnation, w/c
Title, w/c
Description, w/c

8-9-82
has this one ever been
on Boyd's monthly report.

9/2/82
dated ...

81-125-1307

7-2-82 OON 21-10

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9473(3) Lake

2. STATE PROJECT NO.
See below 01490

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10118

2A. COUNTY NAME
Clackamas Lk.

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/2/82

8. FEDERAL ROUTE NUMBER
FAU 9473

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
SW Madrona - SW Jean Road (Lake Oswego) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/29/82 I approve the 66 2/3 % figure for temporary and permanent storm drainage easement areas for Federal-aid participation. (Total cost of easement area $125,000 x 66 2/3% = $83,334.00 eligible for FA particiaption.)

Also, as requested, you are now authorized to proceed with the actual acquisition of files 52515 through 52550 as shown on R/W map 9B-20-18 at a TEC of $83,334.00 Federal Funds $70,833.

RECEIVED
STATE HWY ENGR
AUG 4 '82
REFER TO
Maintenance
FOR

Info	Inves	R/D	D-R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/2/82	G. K. Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-10
Lake Oswego Jp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 29, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Project No. IX-9473(3)
S.W. Madrona-S.W. Jean Rd. (Lake Oswego) Sec.
Clackamas

I request your approval of a program change on the subject project to increase the estimated total cost and Federal funds to include the 66 2/3% of the temporary and permanent storm drainage easement areas attributed to the increased highway drainage.

Revised financing to be as follows:

	Appn Code	Total Cost	Federal Funds	%
Present	772	$530,000.00	$450,500.00	85%
Addn't.	580	83,334.00	70,833.00	85%
Total		$613,334.00	$521,333.00	

I further request authorization to proceed with the actual acquisition of the easement areas as outlined in red on the enclosed copy of right-of-way map 9B-20-18. No relocation assistance is involved.

CL:bkc
Enc.

cc: E. Mershon
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

CON 21-10
Lake Oswego
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

April 1, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Minor Program Change
Project No. IX-9473(3)
S.W. Madrona-S.W. Jean Rd. (Lake Oswego) Section
Right-of-Way
Clackamas County

I request your approval of a minor program change on the subject project to increase the estimated total cost and Federal funds to include the temporary and permanent easement areas required for the storm drainage system with revised financing as follows:

	Appn Code	Total Cost	Federal Funds	Pro-Rata
Present	772	$530,000.00	$450,500.00	85%
Addn't.	580	125,000.00	106,250.00	
TOTAL		$655,000.00	$556,750.00	

I further request authorization to proceed with the actual acquisition of the easement areas as outlined in red on the enclosed copy of right of way map 9B-20-18. No relocation assistance is involved.

CL:bkc
Enc.

cc: E. Mershon
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

9904

Clackamas Co

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

March 4, 1982

J. H. Versteeg
Road Design Engineer

Files 52515 through 52550
S.W. Jean Rd.-S.W. Madrona St.
(Lake Oswego) Section
Lower Boones Ferry Road
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 4 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring by
Action

Attached are descriptions (36 files), an authorization and right of way prints covering additional right of way required for the subject project, scheduled for fiscal second quarter of 1983.

By:

R. R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

nig

12-14-81

CON 21-10

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9473(3)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 10118

2A. COUNTY NAME: Clackamas

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12-14-81	FAU 9473	City Street

10. GENERAL LOCATION:

SW. MADRONA - SW. JEAN ROAD (Lake Oswego) SECTION

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of December 8, 1981, you are now authorized to proceed with the actual acquisition of files 52307 through 52337, as shown on Right of Way Map 9B-19-14 at a TEC of $530,000; Federal Funds $450,500.

(Increase TEC $14,000; Federal Funds $11,900)

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO
FOR

Info	Inves.	RD	DIR	SEE	AM	FIL

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-14-81	[signature]	for Division Administrator

req to 12/17

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-10
Lake Oswego
1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 8, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9473(3)
S.W. Madrona-S.W. Jean Rd. (Lake Oswego) Section
Right of Way
Clackamas County

I request authorization to proceed with the actual acquisition of right of way as programmed on the subject project and as outlined in red on the enclosed copy of right of way map 9B-19-14. The estimated total cost of the right of way is $530,000 with $450,500 in federal funds. The enclosed copy of Mr. Lowe's memo of September 14, 1981 indicates no relocation assistance is involved and we have verbal assurance that the relocation of a business previously anticipated and included in the program is not necessary since the business is no longer in operation.

Approval of this request will involve an increase in the estimated total cost and federal funds as follows:

	Appn Code	TC	FF	%
Present	772	$530,000.00	$450,500.00	85%
Previous	772	516,000.00	438,600.00	85%
Increase		$ 14,000.00	$ 11,900.00	

Funds for this increase are available from release in ob-

Form 734-3122

ligations on other construction projects by execution of project agreements.

A copy of the State Clearinghouse A-95 Conclusions has been previously forwarded.

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
J. Rose
Judy Smith
Gary Zehner
General Files

Lake Oswego

ROAD DESIGN SECTION DES 16

James D. McClure
Project Development Engineer

October 2, 1981

Lyle K. Watson
Acting Final Design Engineer

S.W. Madrona Street-Jean Road (Lake Oswego)
Lower Boones Ferry Road
Clackamas County

Your letter of September 28, 1981 requested a review of the Pilkington Road and S.W. Madrona Street Section in regard to right-of-way.

This section of the project cannot be constructed within the existing 60-foot right-of-way by reducing the width of the walk from 10 feet to 5 feet for the reasons stated below:

The existing roadway established the grade and alignment in most areas. The most severe change occurs in the above section around Station 126. In order to cross the tracks with a four-lane section, it is necessary to lower the grade east of the crossing. The side slopes existing at Stations 126 to 133 Left force the highway to be relocated 7 feet to 8 feet right and requires construction of a retaining wall.

To keep the roadway section within the existing 60-foot right-of-way would require revisions in horizontal and vertical alignment throughout this section of the project.

Increased construction costs (additional height to retaining wall and increased general excavation) would overshadow any proposed savings gained by reducing the right-of-way width.

WEC:ja

cc W. E. Cole
Hank Wakerlig (enc.)

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 5 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8226
Date: September 28, 1981

TO: LYLE WATSON
Final Design

File No: 303-1919

FROM: JAMES D. MCCLURE
Project Development Engineer

SUBJECT: Madrona St. - Jean Road Section
Lower Boones Ferry Road
City of Lake Oswego

John Bustraan, with the City, has requested our review of a section of the Boones Ferry Road project, between Pilkington Road and S.W. Madrona, to see if the right-of-way could be reduced. Currently, through this section, a sixty foot right-of-way exists, and the current design with an eight-foot sidewalk on one side requires a 62 foot right-of-way, or an additional two feet.

Federal funding for this project is limited, therefore, the City wants to consider reducing the sidewalk to a five foot width and doing the construction within the existing 60 foot right-of-way. Please review the design using a five foot wide sidewalk section, to determine if construction is possible without purchasing additional right-of-way.

The City is also in the process of working through their Parks and Recreation Commission to possibly remove the bikeway designation from Boones Ferry Road. If the bikeway designation is removed, the reduced sidewalk width appears like a reasonable approach. If the bicycle designation remains, this is probably a mute request.

pa

cc Don Adams
Leon Brock - Please obtain a copy of the right-of-way map and determine the estimated cost for right-of-way through this section.

1 Versteeg
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ROAD DESIGN SECTION

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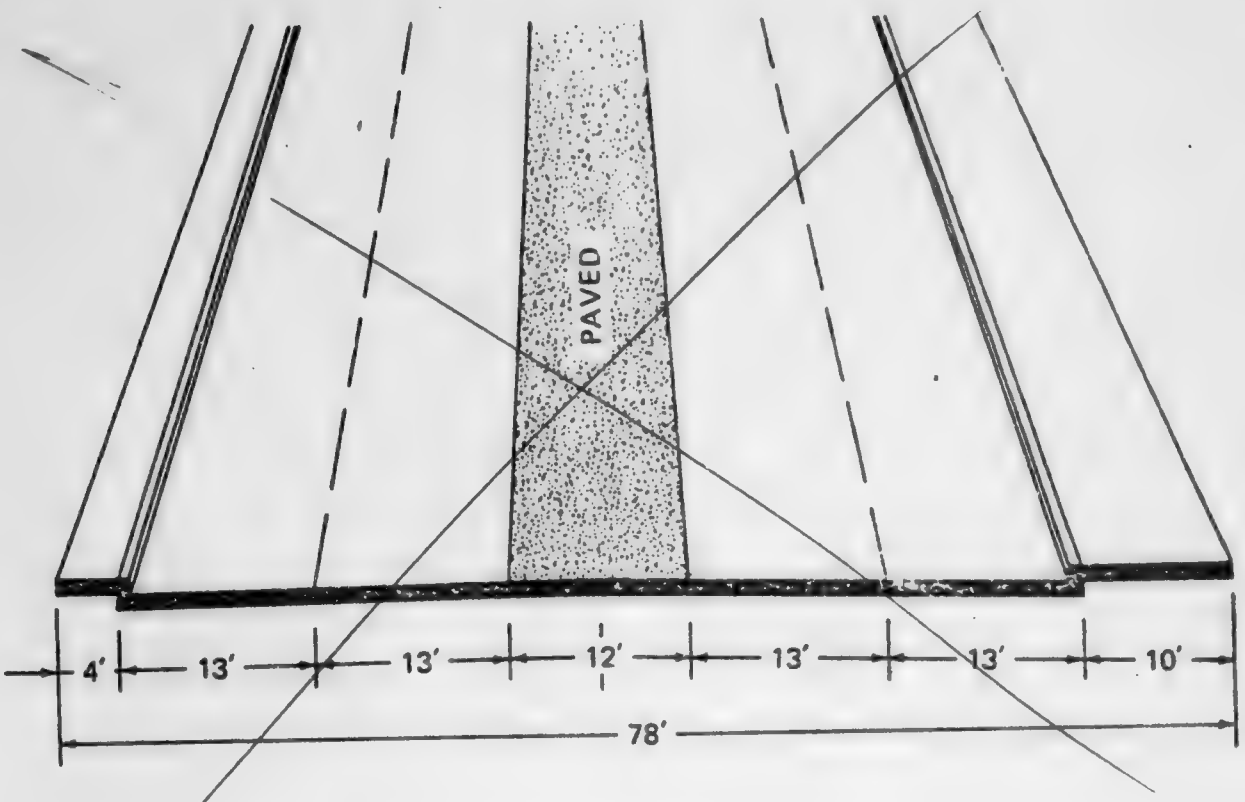
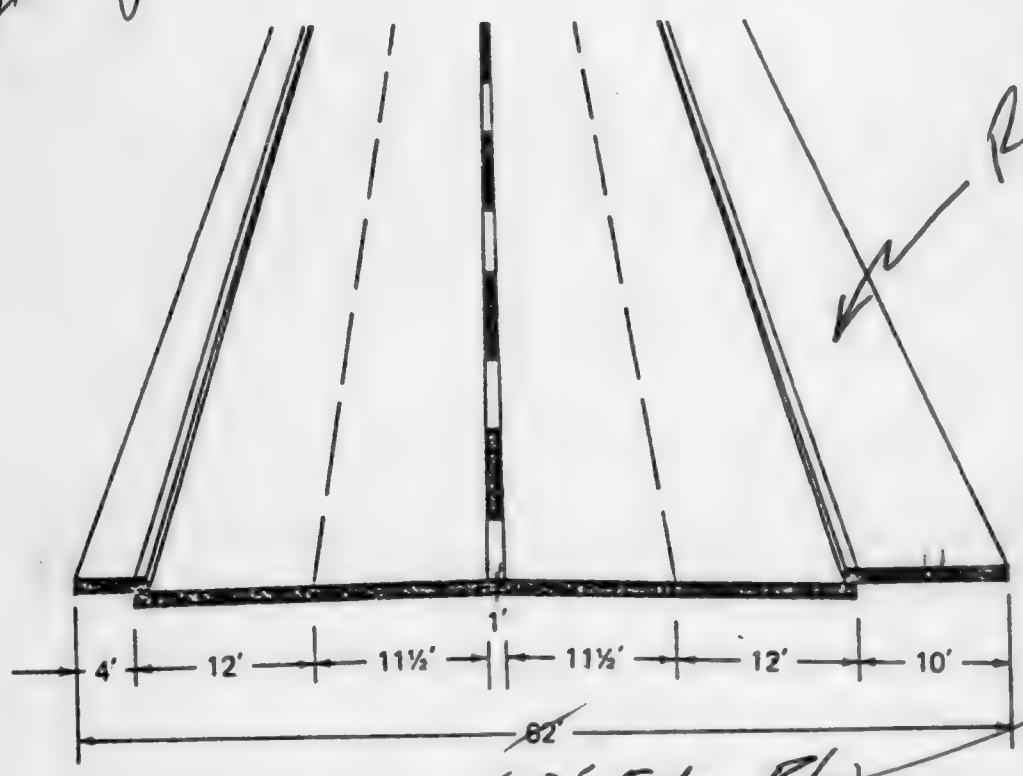
FIGURE 2B
.HE SELECTED ALTERNATIVE

SW JEAN RD. TO PILKINGTON RD.



PILKINGTON RD. TO SW MADRONA



Review Concept
9/23/81

Reduce Sidewalk to 5' width

9904

Lake Oswego

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 16, 1981

J. H. Versteeg
Road Design Engineer

Files 52307 through 52337
S.W Jean Road-S.W. Madrona St.
(Lake Oswego) Section
Lower Boones Ferry Road
Clackamas County

Attached are descriptions (31 files), an authorization and right of way prints covering right of way required for the subject project scheduled for fiscal second quarter of 1983.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr

9964

Lake Oswego

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 7, 1981

TO: FILE

File No:

FROM: D. R. ADAMS
Project Development Manager

SUBJECT: Madrona-Jean Road

Talked to John Godsey today regarding the right-of-way acquisition for this project. He agrees that he wants to maintain a 78-foot right-of-way only.

This means that we will have the 64-foot pavement width, an 8-foot walk, and a 2-foot berm on one side and a 4-foot utility strip on the other. If necessary to handle the bike path installation, we will proceed with a 68-foot roadway width, a 5-foot walk with a 1-foot berm, and a 4-foot utility area on the opposite side.

There is still some question on the bike path with Parkand Recreations yet to make a decision on whether the Boones Ferry Road Rd. route is a bike route or not.

I transmitted this information to Lyle Watson in the State.

po

cc: J. D. McClure
Lyle Watson

P.S. Also advise Lyle on August 10 to proceed with R/W line as submitted in the section with out a median. This means a 52' curb to curb section with a 4' utility strip on left and the 5' walk with 1' berm on the right.

2

1 LW

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REFERRED TO
Beard Stoudenmeyer
Col Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9904

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 31, 1981

File No: 303-1919

TO: DON ADAMS
Project Development Manager

FROM: JIM McCLURE
Project Development Engineer

SUBJECT: Madrona-Jean Boones Ferry Road Project

I talked with John Bustraan, City of Oswego, about the status of their recommendation concerning the bikeway along their Boones Ferry Road project. The City has made a request through their Parks and Recreation Commission to redefine in the comprehsnive plan the bike routing in this area. Their recommendation is to remove the bikeway designation from Boones Ferry Road and maintain only the pedestrian designation.

He will need the concurrence of the Park and Recreation Commission along with City Council approval to redefine this in the comprehensive plan.

The City staff wants to maintain the same roadway width for Boones Ferry Road, which was approved through the City's election proceess. If there is no bikeway designation on Boones Ferry Road, the City staff is of the opinion that no bike lanes or sidewalk-type bikelanes will need to be incorporated into the project. Cliff Christianson, FHWA, at our meeting with the staff, felt that if the designation was removed, and since it would be difficult to widen the roadway due to the election process, that it would not be necessary to establish the shoulder bike lanes on this portion of Boones Ferry Road. This would also be consistent with the other portion of Boones Ferry Road which do not have adequate shoulders for bicycle usage.

Based on the premise that the roadway width will not change, I see no reason why we cannot proceed with programming the right-of-way funds this fiscal year.

po

cc: Cliff Christianson
Lyle Watson
Curt Duval
Leon Brock
Ken Rolfe

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Clackamas Co.

ROAD DESIGN SECTION

Don R. Adams
Project Development Manager

July 27, 1981

W. E. Cole
Design Engineer Supervisor

Signing
SW Madrona St.-SW Jean Road Section
FAU 9473 (Lower Boones Ferry Road)
Clackamas County

Please have the enclosed sign locations reviewed in the field for existing obstructions that could cause conflicts.

Enc.

WEC:ja

cc D. H. Stoudenmeyer
W. H. Wakerlig
Carl Barner

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TRA 7-5

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: W. E. Cole
Disign Engineer Supervisor

FROM: L. E. George
Traffic Engineer

DATE: July 23, 1981

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SUBJECT: Signing
S.W. Madrona St.-S.W. Jean Rd. Section
FAU 9473 (Lower Boones Ferry Rd.)
Clackamas County

A review of the preliminary plans indicates that easements will be required at the following locations for permanent signs:

Station	Sign
"L" 97+50 Rt.	City Limit Sign
"L" 101+00 Rt.	Speed Sign
"L" 105+30 Lt.	Guide Sign (Street Name)
"L" 106+25 Rt.	Two-Way Left-Turn Only Sign
"L" 108+00 Lt.	Railroad Advance Warning Sign
"L" 109+75 Lt.	Guide Sign (Street Name)
"L" 119+00 Lt.	Speed Sign
"L" 119+00 Rt.	Railroad Advance Warning Sign
"L" 122+30 Lt.	Guide Sign (Street Name)
"L" 123+75 Lt.	Two-Way Left-Turn Only Sign
"L" 131+50 Lt.	Railroad Advance Warning Sign
"L" 132+60 Rt.	Guide Sign (Street Name)
"L" 133+85 Lt.	Guide Sign (Street Name)
"L" 137+00 Rt.	Speed Sign
"L" 140+15 Rt.	Guide Sign (Street Name)

The stations noted above are the centers of desired easements. Five feet on each side of all stations (for a total of 10 feet) will be required. All easements should extend five feet beyond the sidewalk.

L. E. George
Traffic Engineer

ELS:rw

cc: D. N. Stoudenmeyer
W. H. Wakerlig

REFERRED TO
Board Stoudenmeyer
1 Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CON 21-10
Lake Oswego

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9473(3)	
2. STATE PROJECT NO. See below	
3. FROM E. J. Valach, Acting Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 10118
	2A. COUNTY NAME Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/18/81	FAU 9473	City Street

10. GENERAL LOCATION:

SW Madrona - Jean Road (Lake Oswego)

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the Right of Way phase provided for by the above project at a total estimated cost of $516,000 Federal Funds $438,600.

RECEIVED
STATE HWY ENGR
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FOR

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14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/18/81	G. K. Hansen	for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OCN 21-10

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 18, 1981

In Reply Refer to File No. PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Obligation of FY '81 Interstate Transfer Program
Allocation to Portland Urbanized Area

I request authorization to proceed with actions necessary to advance the various phases of work provided for by the projects listed below at an estimated total cost with obligation of Federal funds as shown:

ITEM NO.	PROJECT NO.	SECTION	WORK	TOTAL COST	FEDERAL FUNDS
10115	IX-000C(21)	East Side Signal Replacements	P.E.	$ 34,650	$ 29,450
90049	IX-000C(22)	Coliseum Area Signals (9 Loc.)	Y031	291,765	24 00
00086	IX-9956(11)	N. Col. Blvd. @ N. Portland Rd. Ramps	Y008	223,530	190,000
10117	IX-9704(5)	Sellwood Neighborhood Traffic Div.	P.E.	22,355	19,000
80360	IX-9891(3)	S.E. Division-S.E. Powell	R/W	352,950	300,000
71444	IX-9867(4)	Farris Rd.-Powell Blvd.(Gresham)	R/W	758,825	645,000
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	160,000	136,000
90183	IX-9659(7)	Clack. Hwy.-Gladstone NCL	R/W	10,000	8,500
90183	IX-9659(8)	Clack. Hwy.-Gladstone NCL	Y008	365,000	310,250
90050	IX-9659(9)	Gladstone NCL-S.E. Oatfield Rd.	R/W	9,400	7,990
90050	IX-9659(10)	Gladstone NCL-S.E. Oatfield Rd.	Y008	254,500	216,325
90283	IX-9702(5)	Harmony Rd. @ Price Fuller Rd.	R/W	2,400	2,040
90100	IX-9665(10)	Oatfield Rd. @ Lake Rd.(Milwaukie)	Y008	211,100	179,435
10118	IX-9473(3)	S.W. Madrona-Jean Rd.(Lake Oswego)	R/W	516,000	438,600
90048	IX-9714(6)	Clack. Hwy.-32nd Ave.(Milwaukie)	Y008	250,120	212,600
90150	IX-9091(9)	Allen Blvd.-S.W. Scholls Ferry Rd.	R/W	52,950	45,000
90150	IX-9091(10)	Allen Blvd.-S.W. Scholls Ferry Rd.	Y008	334,710	284,500
10119	IX-9088(3)	Murray Blvd.-Alice Lane (Beaverton)	R/W	445,000	378,250

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

9904

Lake Oswego

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

November 5, 1980

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FINAL DESIGN ENGINEER

JOHN BUSTRAAN
Traffic Engineer
City of Lake Oswego
348 N. State Street
Lake Oswego, OR 97034

JOHN GODSEY
Director of Public Works
City of Lake Oswego
348 N. State Street
Lake Oswego, OR 97034

Dear John:

As requested, the scheduling for the Madrona-Jean Road Section of Lower Boones Ferry Road project is as follows:

Submit the Field Survey to Salem - Dec ber 1980
Prepare R/W Descriptions - December & January 1981
R/W Acquisition - From February 1981 to February 1982
Let Contract - March 1982

The schedule for the Oswego Bridge is as follows:

Complete R/W Acquisition - February 1981
Complete Design of Bridge - April 1981
Let Contract - June 1981

The period of time between the completion of design and contract letting is the time necessary to prepare specifications, secure federal approval and funding, bid preparation, and advertisment.

You requested an update of the Salem Bridge Section's workload and priorities. I do not have that information nor do I intend to seek it. Their workload is substantial and the priority for the Oswego Creek Bridge is high enough that they are, in fact, working on the design for that bridge.

As is true with most projects, it is extremely frustrating to carry a job through a long, lengthy, time consuming development process that is subject to citizen's delays and lack of decision. When a decision is finally reached, most people forget the time needed to actually design a project so it can be contracted. However, design of a project has always taken the time that it takes today. It is the development of the project that caused the length of time from project conception to project realization to stretch out to the degree experienced on these projects. The time to control project development and reduce delays in contracting jobs is in the early stages through citizen involvement, public hearings,

to the final approval by FHWA. The time to try to expedite projects is in the early phases when time can really be saved, not to try to squeeze it out of the necessary design time that is, in fact, somewhat of a constant.

DONALD R. ADAMS
Project Development Manager

DRA/po

bc: Hal Versteeg
Walt Hart

1904

CON 21-10
Lake Oswego
Sht 1

U. S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-3-80

FEDERAL AID PROJECT NO.: M-9473(2)

STATE PROJECT NO.: see below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: M-60

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

3/14/80
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Info	Instr	Rpt	Dir	Sig	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3/3/80	FAU 9473

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

SW Madrona - SW Jean Road

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION • ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/20/80 I approve the revised Preliminary Engineering costs to a TEC of $97,200 with Federal participation limited to $83,394.

(Increase TEC $54,700 - F. F. $46,930)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/3/80	G. K. Hoffman	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—631-455

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-9473(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-60

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HIGHWAY DEPT
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DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	9-19-79	FAU 9473	City Street

GENERAL LOCATION:
S.W. Madrona-S.W. Jean Road

GENERAL DESCRIPTION OF WORK:
PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 11, 1979, you are authorized to proceed with the work as shown above at a TEC of $4,000 with Federal participation limited to $3,432.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-19-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-912

FINAL NEGATIVE DECLARATION

SW Madrona Street - SW Jean Road

City of Lake Oswego

Clackamas County, Oregon

Oregon Department of Transportation

and

Federal Highway Administration

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FINAL NEGATIVE DECLARATION

This project is advanced by administrative action of the City of Lake Oswego in cooperation with Clackamas County, the Oregon State Highway Division and the Federal Highway Administration. The City and County are sharing in the local match, with the City being responsible for implementing the project.

Project Description

Lower Boones Ferry Road is classified as an east-west arterial Street in the City of Lake Oswego Arterial Street Plan. It runs in a northeast-southwest diagonal from the southwestern corner of Lake Oswego to the northern boundary of the city and continues into Portland. It provides a major source of access to both I-5 and the central business district of Lake Oswego for city residents. Within the city limits Lower Boones Ferry Road is currently a four-lane facility for its length, except for this unimproved 1.0 mile stretch of two-lane highway from the southwestern terminus of the project at Jean Road to the northeastern terminus at S.W. Madrona Road, and the 400' section north of Country Club Road. The proposed project would provide four-lane capacity on this section to the same standards as the remainder of Lower Boones Ferry Road. Several design options were considered to provide the necessary four-lane capacity as discussed in the "Alternatives" Section.

Purpose

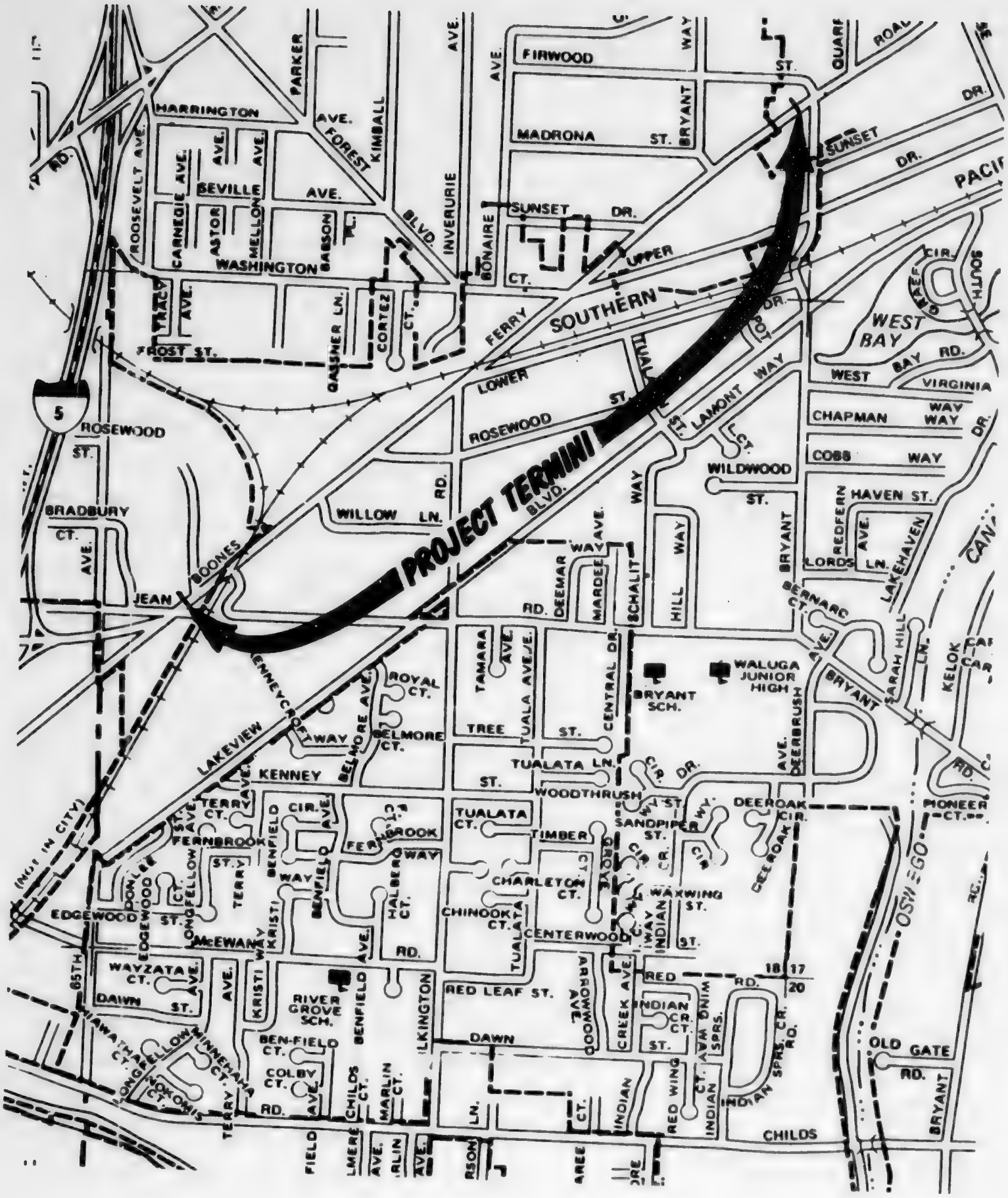
The primary transportation goal of the proposed project is to improve mobility and safety. The proposed project is intended to improve transportation service between Lake Oswego and the Lower Boones Ferry Interchange of I-5.

The proposal would eliminate the bottleneck situation where a two-lane section is connected at both ends to four lane sections. The project is designed to accommodate future traffic volumes generated by forecasted land use development in the Tigard-Lake Oswego portion of the Columbia Region Association of Governments planning area.

FIGURE 1

PROJECT VICINITY MA

LOWER BOONES FERRY ROAD



In the Comprehensive General Plan for Lake Oswego (Oregon, 1963), a map depicting future land use and roadway improvements shows Boones Ferry Road requiring a 100-foot right-of-way. The traffic Circulation Plan is qualified by the following statement from the 1963 Comprehensive General Plan Summary Report, "A system of major streets is to be improved or constructed to provide access between all sections of the planning area with a minimum of intrusion by through traffic into living areas." The 1963 Comprehensive General Plan Summary Report, under major proposals, states "unobjectionable industrial uses are to be encouraged in the industrial areas east of State Street and in the Boones Ferry interchange area."

Boones Ferry Road is included in and classified as a Class III Minor Arterial in the Interim Transportation Plan for the Portland-Vancouver Metropolitan Area adopted by the Board of Directors of CRAG, Resolution #BD750602, June 18, 1975.

The Interim Transportation Plan defines a minor arterial as roadways "that provide basic interconnection which augment the principal arterial system. These facilities provide for both through traffic movements and service to abutting land. Parking is usually provided and there is sometimes partial access control. Rural portions of these facilities often connect small urban places to each other and/or the metropolitan urban area."

"The minor arterial system is used extensively for transit services and provides community transit continuity. Special signal control, small transit stations, bus shelters, curb cuts, and similar improvements are used where appropriate to facilitate transit service."

The City of Lake Oswego has prepared a new comprehensive plan, adopted July 18, 1978. Citizen input on the subject was solicited through a series of citizen task forces that prepared reports making recommendations on all subject areas appropriate to the preparation of the comprehensive plan. The Task Force on Transportation encouraged rapid completion of the scheduled improvements to Lower Boone's Ferry Road and redesign of the Jean Road/Lower Boones Ferry Road intersection.

The comprehensive plan spells out specific policies for the Lake Grove Industrial Park District, including the realignment of the Jean Road-Boones Ferry Road intersection as part of the Lower Boones Ferry Road widening project.

It also calls for the initiation of measures to solve circulation and drainage problems, enhance the area's general appearance, identify the southwestern entrance to the city, and preserve major stands of trees where feasible. Actions being taken in the development of this project will assist in implementing these policies.

The comprehensive plan has established bikeway policies, including the general policy of establishing and implementing a bikeway plan. The bikeway that is a part of this project is on the conceptual intracity pathway system.

The existing roadway is not consistent with these plans, and presents safety hazards to roadway users. There are no sidewalks or bikeways and the shoulders are narrow gravel, there are hazardous intersections at Jean Road and Lower Drive, and many closely spaced accesses. This is particularly hazardous on a busy street having 40 school bus and 43 Tri-Met bus trips per day.

Project Alternatives

The existing road is 22 feet wide with two 11-foot travel lanes and gravel shoulders ranging from 2 feet to 4 feet wide. There are no curbs, no sidewalks or safe walking width, no defined bikeway, and no traffic signalizations or structures. Several streets enter the roadway, with Pilkington Road and Jean Road being the major intersections. The roadway intersects two at-grade railroad crossings, one in the vicinity of Jean Road and one in the vicinity of Pilkington Road. There are wig wag signals at the railroad crossings.

Two alternatives were proposed in the draft negative declaration. One was the no-build alternative, with Lower Boones Ferry Road remaining a two-lane facility. The other, a build alternative was a four-lane facility with pedestrian/bikeways, a median with left turn refuges, signalization of major intersections, and landscaping.

The build alternative was divided into two sections, one from S.W. Jean Road to Pilkington Road and the other from Pilkington Road to S.W. Madrona Street. Within each of these sections, design variations were proposed as options.

S.W. Jean to Pilkington Road Section

Option one was a four-lane facility within a 90' right-of-way with two 14' travel lanes, two 13' travel lanes, a 12' median, an 8' bikeway on either side of the facility, and 4' landscaped areas between the bikeways and the curb on both sides of the facility. Option two has the same travel lanes and median as option one, but had an 8' bikeway on the east side, a 4' landscaped area between the bikeway and the curb, a 4' landscaped area between the curb and the right-of-way on the west side, and a right-of-way width of 82'.

With either of these options, the median was to be landscaped or painted. Left turn refuges were proposed for the median at Jean Road and at the Chipper Machines Facility. Traffic control signals were planned for the Pilkington Road and Jean Road intersections with Lower Boones Ferry Road.

Pilkington Road to S.W. Madrona Street Section

Option one required a 66' right-of-way, having two 13' travel lanes, two 11-1/2' travel lanes, a 1' centerline, two 7' bikeways, and a 2' landscaped area between each of the bikeways and the curb. The other two options would have utilized existing right-of-way. Option two was to have two 13' travel lanes, two 11-1/4' travel lanes, a 1' centerline, one 8' bikeway on the east side of the facility and a 2' landscaped section between the bikeway and the curb, within a 60' right-of-way. Option three was to have two 13' travel lanes, two 11-1/2' travel lanes, a 1' centerline, and a 5' bikeway on either side of the facility within a 60' right-of-way. There was to be no median in the section from Pilkington Road to S.W. Madrona.

Figure 2 depicts the typical sections from S.W. Jean to Pilkington Road. Figure 2A depicts the typical sections from Pilkington Road to S.W. Madrona Street.

Jean Road is a major collector street entering Lower Boones Ferry Road approximately 40' east of the Newberg Branch Tracks. It is proposed to relocate Jean Road approximately 400' to the east.

At the public hearing several comments were received concerning design details of the project (see pages 6 & 7).

In response to comments received at the public hearing, the following design has been proposed in lieu of the designs discussed above and in the draft negative declaration.

From Madrona to Pilkington Road, there will be a 48' roadway with 4 travel lanes, a 4-foot utility area on the northerly side, and a 10-foot utility-bike path area on the southerly side; the section from Pilkington to Jean Road would have a roadway width of 64 feet, with 4 travel lanes, a continuous 2-way left turn lane, a 4-foot utlity area on the northerly side and a 10-foot utility-bike path area on the southerly side.

In addition, there will be signalization at the intersection of Jean and Boones Ferry Road and Pilkington and Boones Ferry Road, relocation of Jean Road, the closure of Lower Drive, realignment of Washington Court, realignment of Upper Drive, and realignment of Sunset Drive.

Landscaping has been eliminated from the project.

Public Involvement

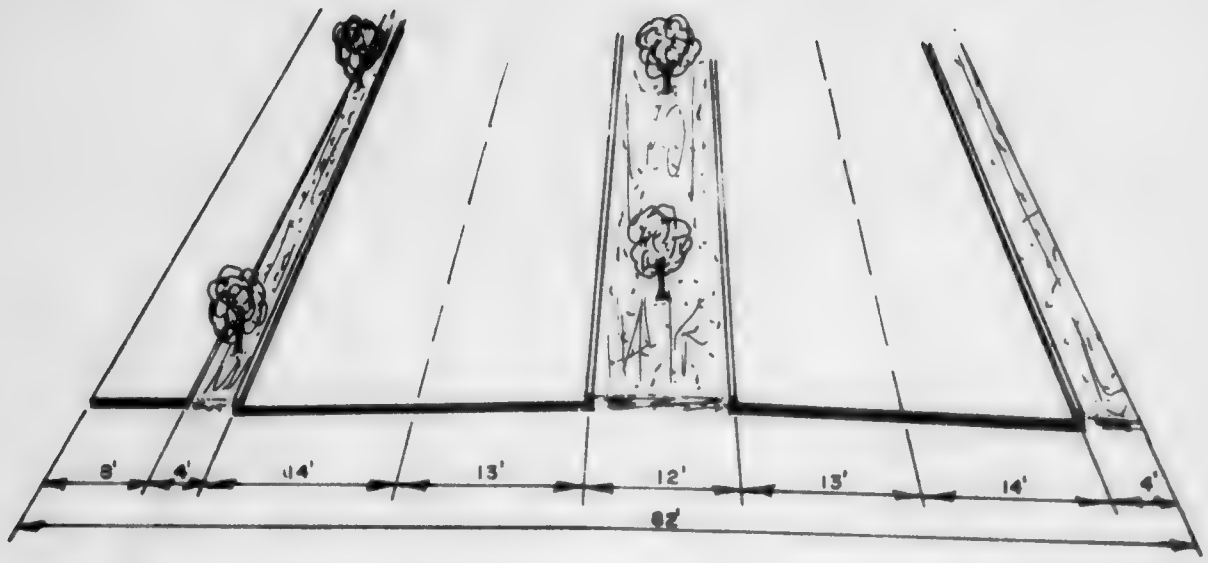
Citizen task forces have prepared a series of reports making recommendations for use in the Comprehensive Plan for the City of Lake Oswego. The Comprehensive Plan Task Force Report of August, 1976, on Transportation recommends completion of this scheduled improvement on Lower Boones Ferry Road.

FIGURE 2

BUILD ALTERNATIVE OPTIONS

LOWER BOONES FERRY ROAD

S.W. Jean Rd. to Pilkington Road



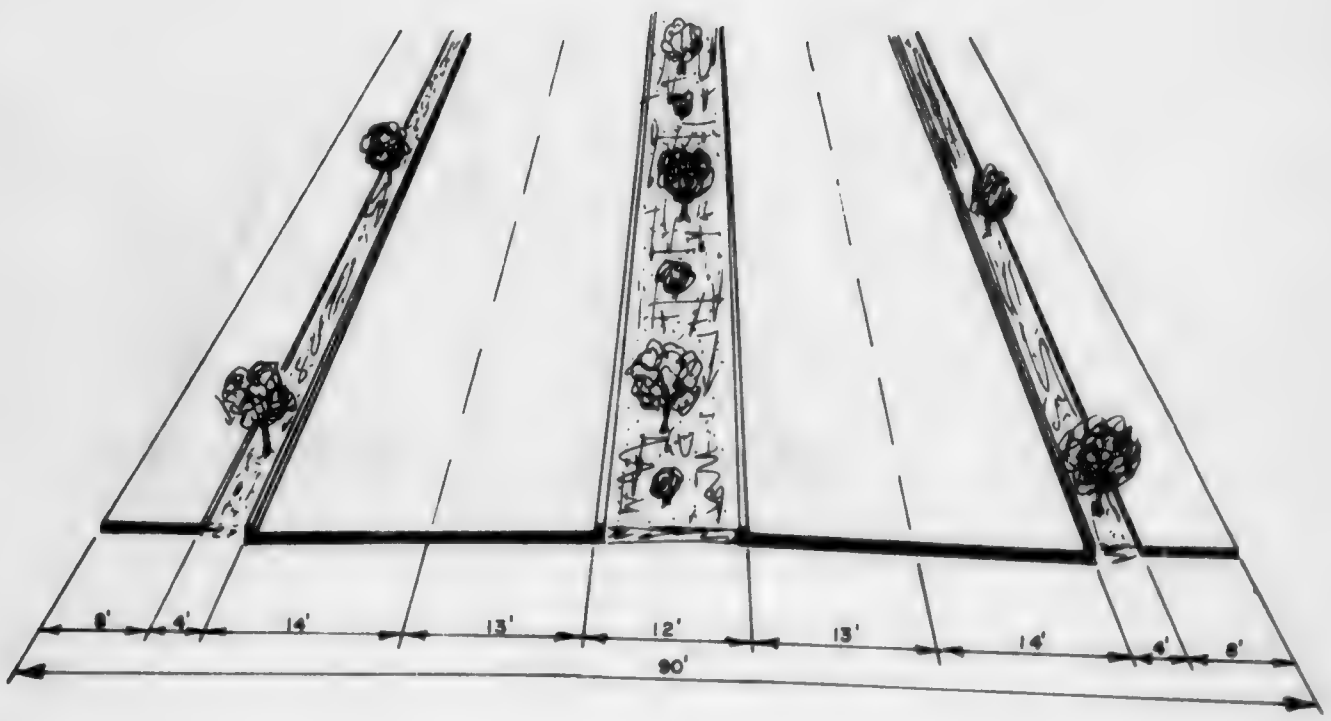
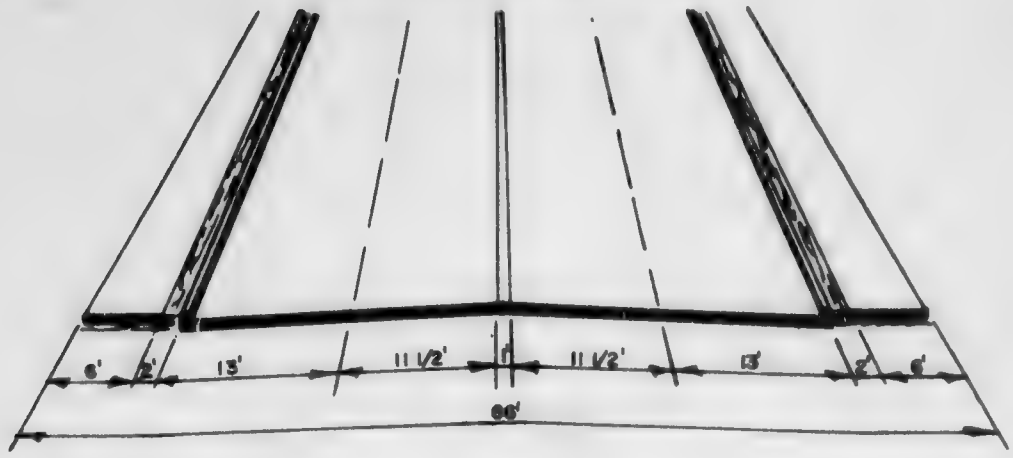


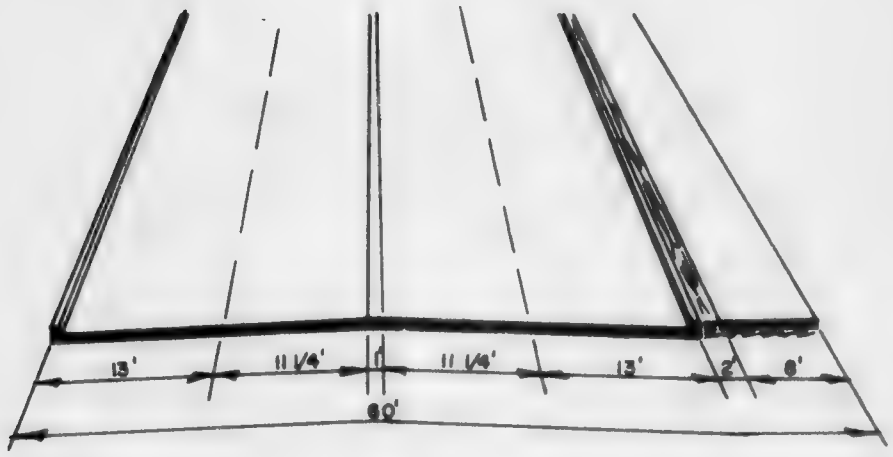
FIGURE 2A

BUILD ALTERNATIVE OPTIONS

LOWER BOONES FERRY ROAD

Pilkington Road to S.W. Madrona





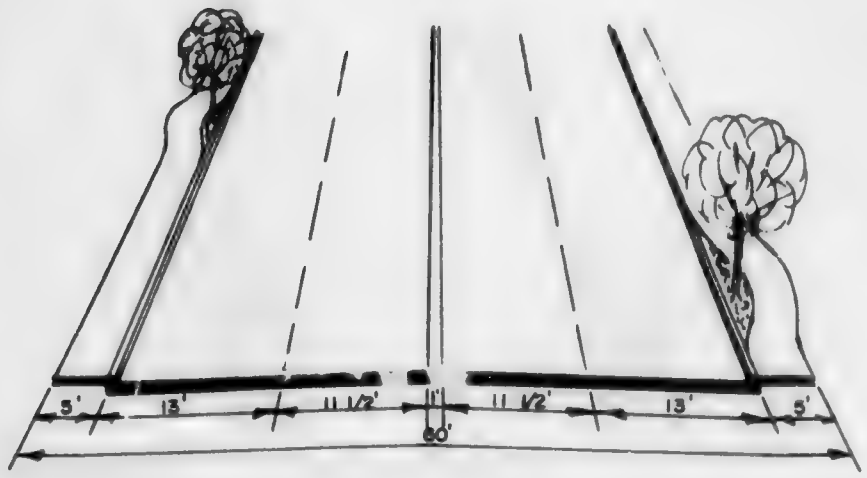
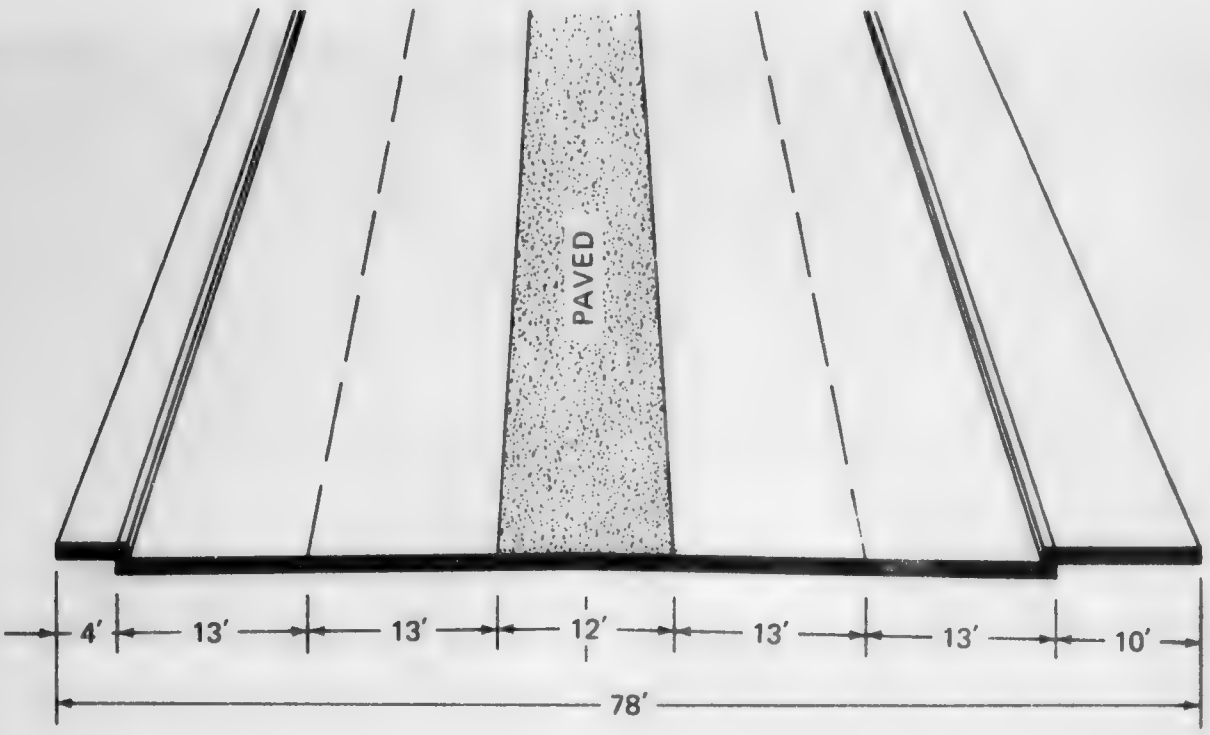
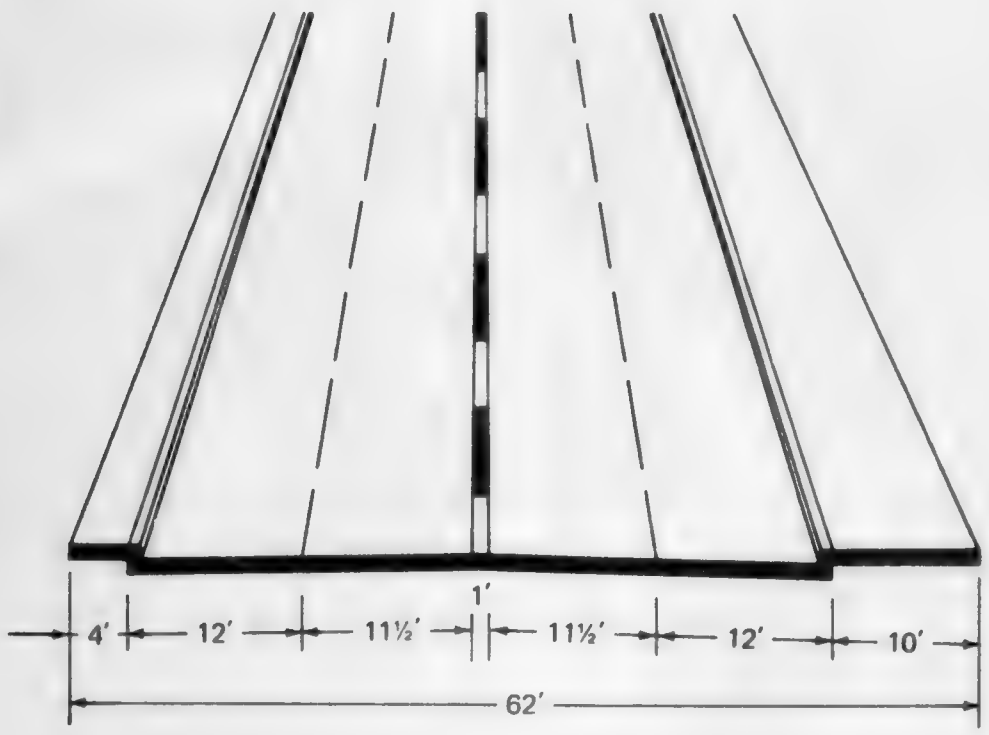


FIGURE 2B
THE SELECTED ALTERNATIVE

SW JEAN RD. TO PILKINGTON RD.



PILKINGTON RD. TO SW MADRONA



On January 11, 1977, an informational meeting open to the public was held by the City of Lake Oswego from 1:00 p.m. to 9:00 p.m. where the alternatives and options discussed in the preceding section were presented. Oregon State Highway Division personnel were available to assist in answering questions about the project, and the concerns of those citizens present were solicited. About twenty-five persons were in attendance.

Reaction to the proposed improvement was generally favorable. Most persons seem to feel that the project is necessary to handle anticipated traffic volumes on Lower Boones Ferry Road.

Many persons present lived or had businesses adjacent to the project and were concerned about the effects the project would have on access to their property, effects of right-of-way taking on their homes and businesses, effects of slope easements on their properties, and how the landscaping of slope easements would be handled.

Several persons were concerned about the effects of the storm drainage system on Lake Oswego with respect to siltation and effluents (oil, grease, etc.) that might result from industrial development.

It appeared that many persons favored having a bicycle path on one side only.

Traffic volumes and noise were also a concern of some persons present.

Presentation was also made on the project to the City Planning Commission. They supported the option of a bikeway on one side for the length of the project. In the S.W. Jean to Pilkington Road Section they supported the typical with an 82' right-of-way and a landscaped median. In the Pilkington Road to S.W. Madrona Section, they supported the typical with a 60' right-of-way.

On May 24, 1977, a public hearing was held on the project where fourteen persons testified.

One person objected to the project in general because most truck and commercial traffic has been diverted to other streets, making the project unnecessary. Eleven objected to some aspect of the project, but not to the project itself.

During the time the hearing record was open, a total of 30 letters and two petitions containing 21 signatures were submitted.

The bulk of the adverse testimony on the project both verbal and written related to potential impacts of the storm sewer system upon West Bay of Lake Oswego. There was much concern that the drainage system as designed would add heavy sediment and pollutant loads to West Bay, that the draft negative declaration (DND) was inadequate in addressing this problem, and that the city and state needed to address these problems prior to proceeding with the project.

Other major concerns involved the interrelated factors of access, right-of-way, land acquired for bicycle paths and landscaping, and raising the level of the roadway with fill. 21 persons wanted no encroachment on existing private property, 29 wanted no additional landscaping that would require additional right-of-way, and 21 suggested that landscaping should be done by property owners rather than being the responsibility of the public. Five persons objected to the 3 to 6 foot fill at the intersection of Lower Boones Ferry Road with Pilkington Road.

Several persons made comments suggesting changes in lane and median widths and sidewalks and bikeways.

In response to comments on the fill, the City of Lake Oswego has worked with the individuals affected in alleviating the impacts.

In response to comments regarding landscaping, bikeways, and other design features, the city has selected the design discussion on page 5, under the heading Project Alternatives.

The City has actively solicited public input on the changes that have been made in the project since the time of the public hearing.

On May 2, 1978, the City held a public hearing on revisions to the drainage system, which at this time were comprised of specially designed batch traps along the roadway. The Lake Corporation still objected and the City began developing the grass lined channels and retention ponds discussed in the wetlands section of this document.

On June 13, 1978, the City met with the Lake Corporation showing them the revised plans as presented in this report, including the open ditches and wetland expansion and retention. The Lake Corporation had no objections to the plans as now proposed.

On June 20, 1978, another public hearing was held on the new system. There was no adverse testimony presented and it was approved by the council to proceed with the election in November 1978.

On November 7, 1978, the City held an open election and voters of the city approved this project. On December 5, 1978, the Lake Oswego City Council adopted a resolution requesting that the Oregon Department of Transportation proceed with the project.

Letters were sent to all property owners abutting the proposed drainage ditches explaining the intentions of the city in revising the proposed drainage system, and advising the citizens that they would have the opportunity to review the proposed plans and contribute their comments at a public meeting on January 18, 1979. There were no objections to the proposed drainage systems, but there were objections to a bicycle path to be located along the drainage ditches. The original plan for locating the bicycle path along the highway improvement was reinstituted.

Existing Enviornmental Setting

Natural

The Boones Ferry study area is located in the Willamette Low Lands Physiographic Region, just north of Lake Oswego and west of the Willamette River. Much of this land is 150 feet above sea level, with foothills rising to a maximum elevation of about 250 feet above sea level. The elevation along the proposed right-of-way is 120-180 feet above sea level.

Geology

The hills are primarily consolidated rock (bedrock) of old and young volcanic formations made up of lavas and old marine sandstone and alkaline formations. The low lands or valleys are geologically different from the uplands, with layers of unconsolidated or semi-consolidated material (valley fill) deposited in succession on the valley floor by river and fresh water lakes. Additional unconsolidated material has been deposited on the foothills of the area by wind. The soils in the Boones Ferry Road study area has been classified by the U.S. Soil Conservation Service as Briedwell silt loam with 0-7 percent slopes.

Aquatic Habitat

The project is in the drainage basin of Lake Oswego, which is located approximately one quarter of a mile to the east of the project. Runoff from the project area is carried into Lake Oswego.

In general, the area is relatively flat, with the exception of a rise in the vicinity of Washington Court. Drainage in the area is extremely poor, causing deterioration of the existing roadway and many problems for the adjacent property owners. There are no major drainage ways and only a limited number of roadside ditches, all of which are incapable of draining the area. There is a 1.2 acre wetland adjacent to the west side of the roadway across from Willow Lane.

Wildlife Habitat

While much of the property along the length of the project is developed, the project area nevertheless provides a diversified species habitat.

Predominant vegetation along the length of the project includes brush, trees, grasslands and landscaped shrub and tree species. The western portion of the project area tends toward open land and brush, while larger trees become predominant towards the eastern end, particularly on higher ground. Brush species along the length of the project include poison oak, blackberry, and laurel hedge. Tree species include large oaks, located in the wetland, and stands of large Douglas Fir located toward the easterly end on higher ground. Landscaped species include flowering cherries, and small evergreen planter species.

Across from the Willow Lane intersection is a wetland area of 1.2 acres. This is discussed in the wetland report at the end of the document.

With the exception of the wetland, previous and ongoing land development has restricted the value of the wildlife habitat throughout the project area.

Cultural

Social Characteristics

The City of Lake Oswego is a suburb located 10 miles from the center of Portland. Lake Oswego is a "white collar" rather than a "blue collar" town, with a high proportion of persons employed in professional and/or administrative occupations, and a relatively high proportion of the work force employed in Portland. Per capita income is commensurately higher than that of Portland.

As can be inferred from newspapers, records of public hearings, petitions, and other records, many residents of Lake Oswego value their community as a residential rather than a commercial or industrial community. The ratio of commercial and industrial activity to residential housing is rather low. Many seem to strive for the preservation of the distinctive residential character of their community, and seem willing to become involved in order to minimize social disruption brought about by area growth.

Recommendations in the Comprehensive Plan Task Force Reports, prepared by citizen task forces for use in the upcoming comprehensive plan, reflect this

philosophy. The Task Force on Residential Housing recommends growth be planned so that the appearance of low-density housing, ample open spaces, abundance of trees and vegetation, visible geological features, narrow winding roads, etc., is retained. The Task Force on Community Design-Aesthetics, recommends that new streets be kept in harmony with the character of the community. Freeway-like streets are to be avoided. It also recommends that all new street construction and substantial reconstruction of arterial and collector streets or substantial reconstruction of these, be accompanied by construction of adequate bikeway/pedestrian ways.

With respect to this community image, the project area has mixed aesthetic interest and appeal. The western portion of the project area, from Jean Road to Pilkington Road is industrial and commercial in character. The open, brushy land is partially developed industrially and commercially with adjacent railroad tracks. The wetland area has aesthetic interest with its natural vegetation, open water, and wildlife. Some industrial and commercial facilities are of standard construction and visually uninteresting, while others display attractive landscaping, including one industrial facility of an architecturally appealing wood construction.

East of Pilkington Road a residential character predominates. The aesthetics of this area are also mixed. One vacant building is adjacent to the railroad tracks at Lower Drive, but proceeding easterly, a more pleasant residential character prevails with tall Douglas Firs and the hillside near Washington Court.

Appearance of the residences varies. Some are attractive and well maintained, while others show a lesser amount of attention and care. Setbacks vary from 20 to 40 feet. The front yards of some dwellings are isolated from the roadway by landscaping while others are used as parking areas.

Economic Characteristics

As a "bedroom" community, Lake Oswego has little industrial orientation and relatively low retail activity. The largest employer is Jay Vee Brand Inc. with

190 employees. The percentage of land devoted to industrial use in Lake Oswego is less than ten percent.

The Lower Boones Ferry Road industrial area is currently 50% vacant. Total employment is about 400 persons. Upon installation of sanitary sewer and water improvements, subsequent full industrial development would employ approximately 1000 persons.

Population

The population within the city limits of Lake Oswego was 19,400 in 1975. The average annual population growth rate from 1960 to 1975 in Lake Oswego was 3.5% per year, but from 1970 to 1975, it was 1.6% per year.

The 1975 population of the Lake Oswego planning area* as defined in The Population Study, City of Lake Oswego, was 24,630. It is assumed that the average annual growth rate in the planning area will not exceed 3% per year over the next 30 years. At this rate, the population of the Lake Oswego planning area would double in 25 years, while the 1990 population would be 38,400.

Saturation population estimates are estimates of maximum population at full development based upon certain assumptions about development patterns and other factors. The low saturation estimate for Lake Oswego is 48,455; the high estimate is 61,464; and the probable estimate is 54,820.

Land Use

Most of the land in the southwestern portion of Lake Oswego in the project vicinity is developed in residential use. However, two subdivisions are presently being developed in this area, one with 118 single family dwellings, and one with 25 townhouses and 65 single family dwellings. These developments will add to the traffic on Lower Boones Ferry Road.

*The planning area extends beyond the city limits.

Existing land uses between Jean and Pilkington Roads include a mixture of residential, commercial, medical offices, and undeveloped land. Existing development in the Lake Grove Industrial Park District that is not industrial is designated as nonconforming in Figure 4.

The Lake Grove Industrial Park District is zoned MP Industrial (i.e., light industrial), and consists of approximately 55 developable acres, of which 50 percent is now in industrial use. The remainder is undeveloped or underdeveloped due to the lack of sanitary sewer service in the area. When sewers are available, there will be a rapid expansion in the Industrial Park.

The setbacks of the industrial and commercial concerns vary considerably, with some quite close to the existing roadway and others sited some distance away.

The area between Upper Drive and Madrona is zoned Low Density Residential by Clackamas County. Existing land use from Pilkington Road to the project terminus at S.W. Madrona is confined to residential dwellings. Setbacks of the dwellings range from 20' to 40' with many close to the roadway. Commercial uses exist to the east and industrial to the west. Changes in zoning by the city or county for this area have not been determined to date.

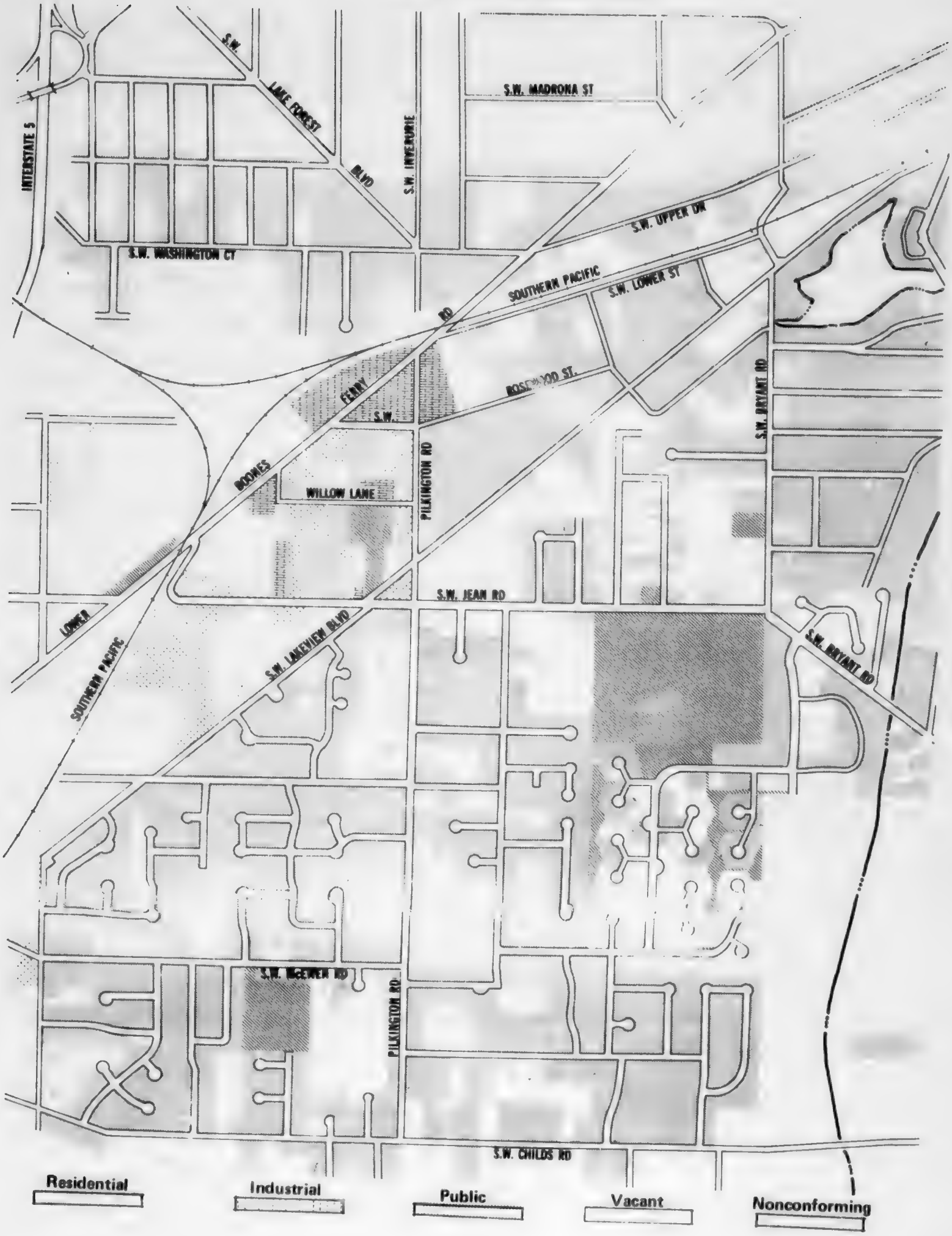
The City of Lake Oswego received a federal grant for the construction of the Lakeview Sewer Trunk Line in the project area. The project is now under construction. Building permits have been suspended in the project area until this system is completed. This system will provide for the expansion of the industrial area.

Traffic

Lower Boones Ferry Road is an east-west arterial street in Lake Oswego, running diagonally from the southwestern corner of the city to the northern boundary, and continuing into Portland. At its southwestern terminus, it provides access to I-5. Near the northern boundary of the city, it intersects with Country Club Road which provides access to the central business district. Lower Boones Ferry is a major access to I-5 and the downtown for both industrial and commercial concerns and residents of Lake Oswego.

FIGURE 4

EXISTING LAND USE
LOWER BOONES FERRY ROAD



Lower Boones Ferry Road is one of the major school bus routes, with approximately 40 school bus trips per day on this section when school is in session. The average occupancy of the school buses is between 40 and 50 pupils per bus.

Tri-Met route number 37 (Tualatin-Oswego-North Shore) uses the northeasterly end of the project section for 43 buses per day.

Several potential traffic related safety hazards exist in the project area. There are no sidewalks on Lower Boones Ferry Road. There are gravel shoulders with roadside ditches two to four feet from the edge of the pavement. This situation poses a hazard to pedestrians, bicyclists, and motorists. The Jean Road intersection is potentially hazardous because it enters onto Lower Boones Ferry Road in proximity to the railroad tracks. There are no automatic signalization devices and it is difficult to provide adequate protection at this crossing. Lower Drive is a potentially hazardous intersection because it enters at a sharp angle, making it very difficult to make a right turn onto Lower Boones Ferry Road. There are many closely spaced accesses onto Lower Boones Ferry and it would be desirable to have fewer.

Counts of existing traffic on Lower Boones Ferry Road were taken from the 1975 Oregon State Highway Division Traffic Volume Tables. At a location just south of Upper Drive, the 1975 average daily traffic (ADT) was 6500 vehicles.

A ground count was taken by the City of Lake Oswego on March 27, 1977, after Kruse Way opened. ADT was 6900 vehicles south of Washington Court and 7500 vehicles north of Upper Drive.

For the existing 22' two-lane roadway, the service volume at level of service C* is 1050 vehicles per hour (VPH) total for both directions. The existing peak hour volume on the facility is 800 VPH, at service level C. This is within the range of relatively stable operations, but occasional backups may develop behind turning vehicles.

*See Appendix A for explanation of service levels.

Rosewood Street and Lower Drive are the streets for which closures are proposed. Table 1 shows the existing ADT's on these streets.

Table 1
Average Daily Traffic

Street	ADT
Rosewood Street	550
Lower Drive	650

Air Quality

Air quality standards are not violated in Lake Oswego, with the exception of particulate matter, which emanates from a cement plant.

Noise

Methodology

This analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise". The project is classified as a Type I-B project, or one with uncontrolled access. The FHWA Noise Model (FHWA-RD-77-108) was utilized for noise prediction.

The descriptor for noise levels on this project is the L_{eq}, which is the equivalent steady state sound level containing the same acoustic energy as the time varying sound level during the same time period. The Federal design noise level for the type of community analyzed in this report is $L_{eq}67$ dBA. Federal design noise levels refer to the upper limit of acceptable traffic noise level conditions for various activities and land uses. These levels are used to determine the degree of impact of traffic noise on human activities. Table 2 shows the various activity categories and their respective design noise levels.

Noise measurements were taken in May, 1976. During noise measurements, traffic counts are taken and speed determinations are made. These parameters are then modeled. The results are compared to the actual measurements to determine the agreement between the two. Close agreement indicates that the model is valid without any adjustments.

Traffic

Table 3 contains traffic data used in the analysis for determining noise levels on the project. Noise levels were predicted adjacent to Lower Boones Ferry Road, because it is the primary source of noise in the area.

TABLE 2

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA $L_{eg}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ SOURCE: U.S. Department of Transportation Federal Highway Administration, Procedures for Abatement of Highway Traffic Noise and Construction Noise, FHPM 7-7-3, Transmitted 192, May 14, 1976.

There are two railroad crossings on the project. However, the trains do not contribute significantly to the L_{eq} noise level. This noise emission is of relatively short duration.

Environmental Impacts

Natural

Geology

The retaining wall at Washington Court would necessitate a cut section 650' long with a maximum depth of 5'. This cut would remove a volume of 13,500 cubic yards (c.y.) of material. A fill to a depth of 17' requiring 9,200 c.y. of material would be constructed at Lower Drive. The material taken from the cut would be utilized in this fill. This would leave approximately 4,300 c.y. of waste material. It is the contractor's responsibility to dispose of such waste material at an approved disposal site. The County Pit at Bridgeport Road is an approved disposal site.

It is unlikely that additional fill materials would be necessary for the project. Should they be, local material sources are the Tonquin source, seven to eight miles one way, and the Progress Quarry, fourteen miles one way.

Aquatic Habitat

Drainage

There has been concern that drainage from K-Line property would enter Lake Oswego via the storm sewer. The K-Line property is outside the corporate limits of the City of Lake Oswego and will not have a direct connection to the ditches of the proposed project.

The Department of Environmental Quality (DEQ) was asked to investigate K-Line discharges. It was determined that K-Line takes water from a spring to the north of their property in the vicinity of I-5 and uses it to wash their trucks. Effluents from the trucks includes detergent, lime, and cement. The waste water runs into settling ponds, but these were plugged and overflowing at the time of investigation. The overflow ran into a ditch which goes under the railroad tracks and enters the north side of the wetland area. Therefore, effluents from this property already enter existing drainage ways in the project area. The DEQ investigator found little evidence that the overflow contained much effluent as there was little turbidity in the ditch.

At DEQ's request, K-Line is now digging out their settling ponds so that they will function properly, and in addition, they will circulate any additional effluents beyond the capacity of the settling ponds in a 6,000 gallon water tank. Therefore, it is anticipated that K-Line discharges would not enter the storm sewer.

Concern was expressed at the informational meeting about effluents entering Lake Oswego via the storm sewer, both with respect to siltation and industrial effluents from the industrial park.

There is no existing storm sewer system. The drainage system as now proposed for the project has taken into account the sentiments of local groups and citizens as explained in the section on Public Involvement. The details of the drainage system and wetlands involvement and mitigation are explained in the wetland report of this document.

Wildlife Habitat

Depending upon design options, between 2.1 to 2.8 acres of right-of-way and 2.0 acres of easements would take some low quality wildlife habitat. However, the taking would include mature Douglas Fir trees and portions of the wetland, both of which have value as wildlife habitat.

Landscaped hedges and brush would be removed in the section from S.W. Jean Road to Pilkington Road.

The retaining wall at Washington Court would take Douglas Fir trees and brush along the hillside.

From Washington Court to the terminus of the project at S.W. Madrona, Douglas Fir trees would be removed within the new right-of-way. The number of trees removed would be kept to a minimum. The selected option will take fewer trees than the wider options proposed in the draft negative declaration.

Undeveloped land on Jean Road is in grass and brush and 1 acre of this low quality wildlife habitat would be taken for right-of-way.

Wetlands

The wetlands in the vicinity of the project are parts of a natural depression which drains eastward toward Lake Oswego. The individual areas have been created mainly by the construction of streets and railroad tracks. Culverts, ditches, and seepage provide drainage connections between the local wetlands.

These wetlands, which total 9.7 acres, are mostly forested swamps, with sizable areas of scrub/shrub swamp as well (see Figure 6). The three main types of wetland present are described below; the classification follows the system outlined in the Department of the Interior's (DOI) 1977 proposal: *

Ponds. Shallow ponds cover 2.1 acres. The larger ones formed quite recently, when the removal of a culvert blocked drainage along Boones Ferry Road. The ponds are dominated by dead trees (oaks and cottonwoods); but a few areas have duckweed, cattails or willows. However, because of the short time (2 to 3 years) these ponds have existed there is generally little vegetation. The pond in the northeast part of the railroad triangle (NET) is better established and has a variety of vegetation, including willows and duckweed. The DOI classification of the pond areas is: palustrine, forested, dead, intermittently exposed diked/impounded.

Although the pond areas are limited in extent and in biological diversity, they serve several functions. Mallards frequent the ponds, and numerous swallows catch insects over the water. Frogs and aquatic insects are also common here. The value of the ponds also lies in the relative scarcity of open water in this area (west of Lake Oswego). Like other local wetlands, the ponds help store flood runoff and contribute to groundwater recharge.

*Lewis M. Cowardin and others, Classification of Wetlands and Deep-Water Habitats of the United States

Channels. Some small wetlands totaling 0.8 acre are related to channels with small streams. These areas occur along natural drainage channels leading eastward through the project area. Brief flooding occurs during the rainy season, and so the water regime and vegetation are somewhat different from the other wetlands in the area. These channel-related wetlands have a variety of vegetation, including aquatic plants, shrubs, and trees. Along the ditch near the east corner of the railroad triangle (ET on the map), there are blackberries, small cottonwoods, and aquatic plants. West of Tualatin Street (TS) the low-lying area is dominated by a grove of Oregon ash, with patches of slough sedge and scattered rushes. Farther east, next to Bryant Road (B), is a small streamside wetland with tall dead trees and young alders. Most of the understory has been removed, but there are some ninebarks and blackberries. The small stream and its banks have water parsley, reed canary grass, and a few skunk cabbages. The above-mentioned channel-related wetlands are classified as: palustrine, forested, broad-leaved deciduous, seasonally flooded.

One of the chief values of the channel type wetlands is to permit efficient runoff, and also to store floodwaters temporarily. Another important function is as open space and attractive greenery for the people living close by. Birds also find a favorable habitat here.

Other Swamps. This third type is the most common in the project vicinity, covering 6.8 acres. It consists of swamps characterized by trees and large shrubs. These areas occupy somewhat less wet locations, often near ponds or drainage channels. Although the ground has a high water table, there is usually little water on the surface.

Willows are the most common tree, and are in the wettest locations. California hazel is another small tree which is frequently seen, and there are tall black cottonwoods here and there. In the understory and in open brushy areas there are Indian plum, hawthorne, and willow. Bracken fern and trilliums form part of the sparse ground cover. One plant species which is unusual for this area is paper birch. These trees, which grow north of the railroad triangle, may

have been planted. According to Eugene N. Kozloff,* "Birches . . . do not occur west of the Cascades in Oregon." In addition to the forested and scrub swamps typical in the "other swamp" grouping, there are a few small cattail patches north of the triangle. These are not large enough to classify separately. Using the DOI clasification, the above-described swamps are: palustrine, forested, broad-leaved deciduous, dike/impounded.

These wetlands have been less disturbed by human activities than the pond and channel wetlands. They also contain a much greater variety of plant and animal life. Among the birds frequently seen and heard are chickadees, scrub jays, mallards, redwing blackbirds, flickers, California quail, and rufous-sided towhees. The swamp in the railroad triangle provides a relatively wild, green open space in contrast to the industrial development close by. Trails and old campsites show that there has been occasional use by transients and others. Just west of the triangle, the ditch wetland is used for illegal disposal of chemical wastes. Like other wetlands near here, these swamps play a considerable role in controlling runoff and soil erosion.

Impacts

Under the No-Build alternative, there would be no loss of wetland. If Lower Boones Ferry Road is widened, direct impacts on wetlands would be very small. The only area affected is a shallow ditch between the pond (BF) and the road. Approximately 10 feet of the ditch would be filled, involving 120 square feet. Although the ditch is bare, water-loving plants grow on both sides; reed canary grass, smartweed, and other tall grasses. This small wetland area is not comparable in value with the pond and other wetlands near by.

Much larger wetlands (WT, ST, BF, Figure 6) would be affected indirectly, by construction activities and by changes in local drainage. The city-proposed storm drainage system associated with the project would probably lower water levels somewhat. Thus these ponds would shrink or disappear (see Figure 2).

* Plants and Animals of the Pacific Northwest, p. 157

In some areas, the wetlands would be expanded as new ponds and drainage ditches are constructed. Other secondary impacts may include minor erosion and siltation related to construction activities. Wetland losses would be approximately 2.1 acres, or 22% of the existing wetlands within the project vicinity (however, these losses would be compensated by new wetlands).

Specific impacts related to the new drainage system are described below. Only approximate figures can be given, because of the difficulty in predicting how these wetlands will be affected. West of the triangle (WT), the wetland may dwindle by 0.3 acres as the water level falls. Although this is over one-half of the area of this small swamp, the impact is not as significant as it might seem. The area is in the process of being filled in, and also has chemical pollutants.

In the south part of the triangle (ST), the wetland would be reduced by approximately 1.2 acres, to less than one-half its present size. The pond would mostly be replaced by other types of wetlands, and the surrounding swamp would shrink as the water table is lowered. The south triangle area appears as a natural setting with great biological diversity, although the pond itself has developed little plant life in its brief existence. Thus the pond may change to a more suitable wildlife habitat under the Build alternative. However, the total wetland area here would be much less.

Between Boones Ferry Road and the railroad track, the wetland (BF) would lose about 0.6 acre, or half its present area. Most of this consists of a shallow pond with dead trees. The wetland is not very high in habitat value because of its sparse vegetation, although a few mallards breed and feed here. However, it is one of the larger water storage areas in the vicinity. The city has worked with the developer of this property and he has agreed to retain the existing wetland or fill it and replace it in land a few hundred feet to the southwest on the same property. (See the section on mitigation).

West of Tualatin Street (TS), the present wetlands will be preserved, improved, and expanded. Part of the present low-value marsh here would become a pond.

FIGURE 5
EXISTING WETLANDS

LEGEND

PONDS

CHANNEL

OTHER SWAMPS

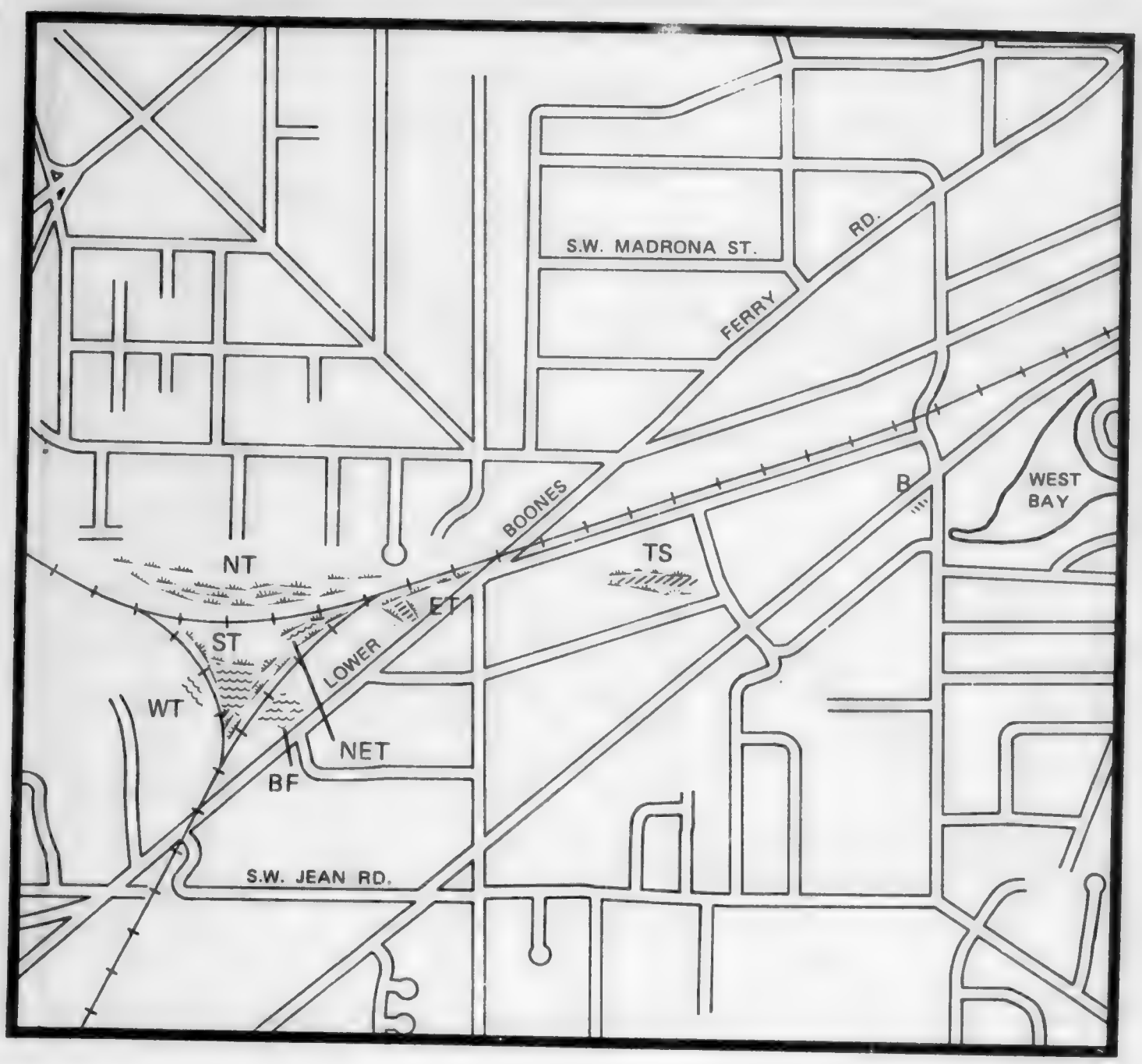


FIGURE 6

PROPOSED DRAINAGE SYSTEM AND WETLANDS

STORM SEWER PIPE

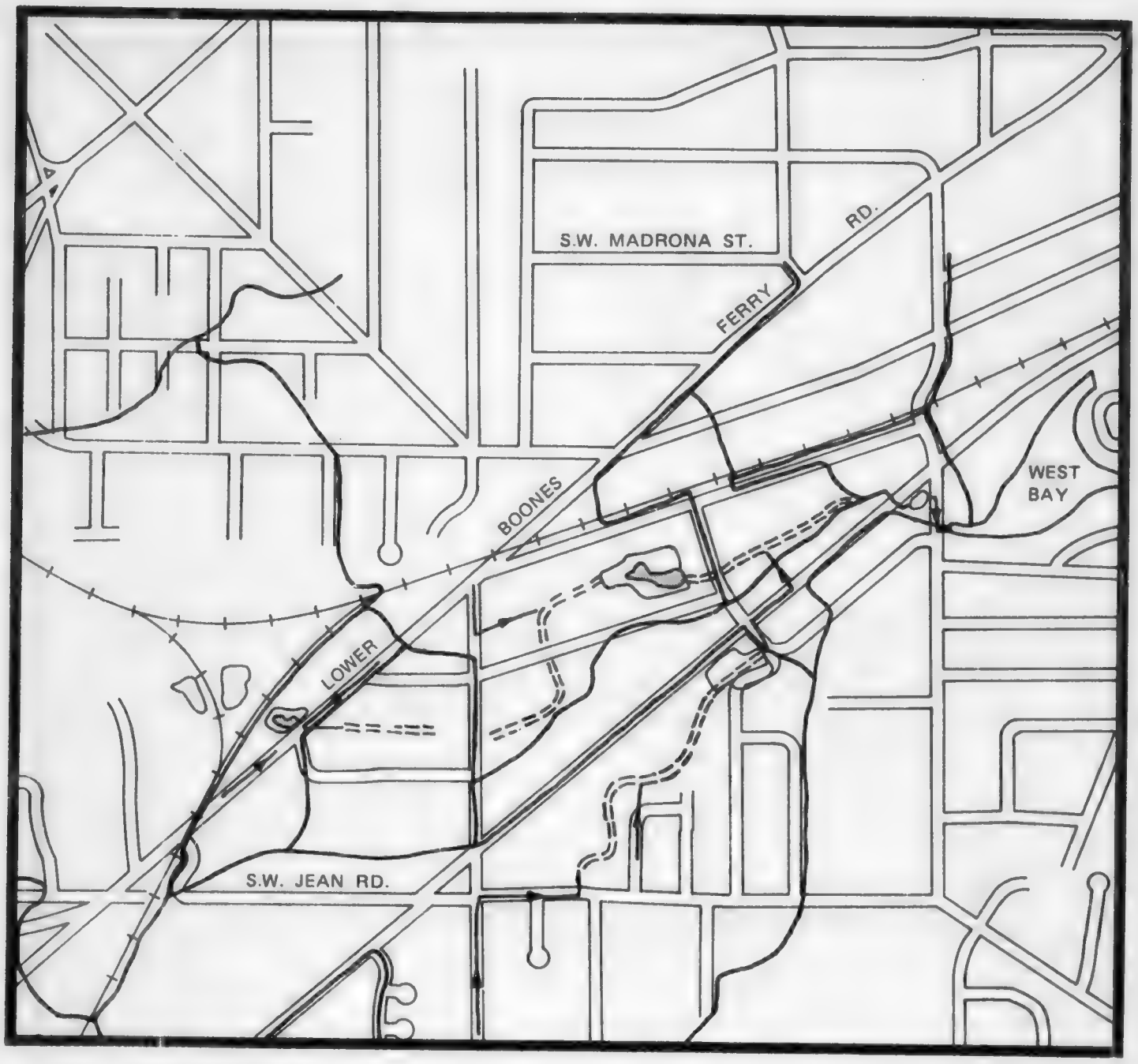
OPEN DRAINAGE DITCH

WETLAND-DETENTION BASIN

RETENTION AREA

DETENTION AREA

DRAINAGE BASIN BOUNDARIES



The planned changes will help offset losses elsewhere. The small stream-related wetland at Bryant Road (B) will also be enlarged somewhat.

Minimization

Wetlands impacts have been reduced by narrowing the proposed pavement and right-of-way widths. Areas exposed during construction will be kept to a minimum, and appropriate erosion control measures will be taken. After construction, exposed slopes will be seeded and mulched. Only a short section of the project would affect adjacent wetlands. West of Tualatin Street, some poorly developed wetland areas will be improved by raising the water table and creating a pond.

Proposed Mitigation

The 1.2 acres wetland adjacent to the roadway will by agreement between the city and the developer, be retained as it is, or if development plans require, be relocated several hundred feet to the southwest on the same property.

The city has developed the plans necessary to implement the relocated wetland if necessary. The total extention and detention volume of the relocated wetland would be about the same as the existing wetland. Vegetation would be plantings native to the area.

The Tualatin Pond will be expanded from the existing Tualatin wetland area to about 1.9 acres, about half again its current size. The existing ash tree grove will be preserved and additional plantings will be those native to the area, including Oregon Ash, red alder, blue elderberry, willow, and dogwood.

In response to public testimony and concern for effluents entering Lake Oswego via the original storm sewer system, the city has replaced the storm sewer system feeding into Lake Oswego with open ditches. Figure 7 shows the proposed ditches, which will start at the wetland adjacent to the project, and run to the Tualatin Pond. From the Tualatin Pond, a ditch will carry water to a small wetland area and then into West Bay. The ditch and wetland shown on the southeast portion are part of another city project to control runoff with ditches and retention ponds.

The storm sewers adjacent to Lower Boones Ferry Road that empty into the ditches will be equipped with siltation oil retention manholes that will trap sediments in the runoff from Lower Boones Ferry Road.

The ditches will be 15' wide and planted with Ribbongrass or other suitable species. The combination of special manholes and the open ditch channels will result in very little sediment entering West Bay.

Proposed plantings for the wetlands has been coordinated with the Soil Conservation Service. An informal meeting and field inspection of the proposed wetland replacement was held involving personnel from the U.S. Fish and Wildlife Service, Oregon Department of Transportation, and the City of Lake Oswego.

In compliance with the Endangered Species Act of 1973, an endangered species biological assessment was prepared per verbal instruction from the Endangered Species Office, U.S. Fish and Wildlife Service.

Possible threatened or endangered species in the project area of physical influence are as follows:

a) Fauna - none
b) Flora - none
c) Flora with interim statues under the Act:
    1. Sidalcea campestris
    2. S. nelsoniana

A field investigation of the project area was conducted and neither species was found to be present.

Cultural

Social Impacts

Implementation of the build alternative would assist in facilitating planned industrial and commercial development on Lower Boones Ferry Road. Such development would make residences now on Lower Boones Ferry Road less desirable as dwellings.

The provision of sewer and water facilities is essential for the expansion of the industrial park, while this facility is not. This land use conversion would occur with either the build or the no-build alternative.

Moving the travel lane closer to property lines would make residences less desirable. The no-build alternative would not have this impact.

The aesthetics of the proposed project has an impact upon the desirability of residences on Lower Boones Ferry Road. The western portion of the proposed facility, with bikeways, would be more appealing than the existing facility. The eastern portion of the project, from Pilkington Road to the terminus at S.W. Madrona would be less aesthetically pleasing than the western portion and would have a greater negative aesthetic impact because trees and shrubs would be removed, and a retaining wall would be built at Washington Court.

The existing roadway which would remain under the no-build condition is not aesthetically pleasing. It has no sidewalks or landscaping, and has gravel shoulders. However, trees and shrubbery now existing along the right-of-way would remain.

Economic Impacts

The build alternative of the project would serve to accommodate the anticipated total of 1000 employees in the industrial area. The no-build alternative could have a slight depressant effect on industrial development because of the restricted capacity of the facility.

The provision of sewer and water lines will be the major determinants of industrial development and employment in this area.

Population

Implementation of this facility would have a negligible effect on population growth in the project area.

However, projected population growth for the Lake Oswego area will have a definite effect on traffic conditions on Lower Boones Ferry Road. Projected population and traffic increases will lead to a congested condition on Lower Boones Ferry Road under the no-build alternative, while the proposed facility would have the required capacity to accommodate additional population and related traffic increases.

Land Use Impacts

The vacant land and residences now in the western portion of the project area that is zoned MP industrial will be replaced by industrial facilities. With the provision of sewers, this land use conversion can be expected to occur rapidly. Many of the properties are owned by persons planning to develop industrial and office facilities.

The conversion would occur whether the facility is improved or not. Sewage facilities are the major determinant of this conversion.

Future land use in the eastern portion of the project is less easily predicted, since future zoning of this area has not been determined by Clackamas County. However, development of the industrial park, implementation of this project, and increased traffic would make this portion of Lower Boones Ferry Road less desirable as a residential area. Many of the residences are rental units and some of the properties are owned by persons with development interest. Under present planning policy, the area will remain in residential use.

The build alternative would require 19 parcels and 2.1 acres for right-of-way and 37 parcels and 2 acres for slope easements. Relocation of Jean Road would require one acre of undeveloped land.

The loss of land area would have only a minimal effect on the tax valuation of the districts involved. Approximately $60,000 is involved in slope easements and would not be considered as a devaluation by the assessor.

The following are right-of-way impacts of the project. A gun shop would be required to relocate. This shop is a part-time, after hours type business which could be relocated in a home, garage or basement. There would be little problem in relocating this business. Also, the taking from this parcel, which is located at the Southeast corner of Pilkington and Lower Boones Ferry Road will reduce the size of the property considerably due to the widening of Pilkington. There may be some damage; however the owner also owns the adjoining property to the east which he plans to incorporate with the above.

There are three other businesses at the above-mentioned intersection which would be effected more than most other properties. One is the Chiropractic Clinic which would lose several parking spaces; however, it is possible to re-establish some additional parking behind the clinic, if additional parking is needed.

There is a motor home sales and repair shop in the southwest quadrant of the same intersection which would be severely encroached upon; however, by reconnecting their Boones Ferry approach it appears that they would be able to operate as at present with only the loss of two mobile home parking stalls and a landscaped area.

The animal clinic across the street would lose some parking but has additional land and would be able to continue its operation in a normal manner.

There would be little adverse effect on the balance of the property west of Pilkington Road with the exception of a large undeveloped industrial zoned property and a small commercial building at the intersection of Jean Road and Lower Boones Ferry Road.

The large tract would be severed by the relocated Jean Road and would cause the property to most likely be developed as two parcels. There would be no adverse effect on the small commercial building at Jean Road if this property is provided direct access to Lower Boones Ferry Road.

There is a very good possibility the area south of Boones Ferry Road and east of Lower Drive and S.P. Railroad will be rezoned to multi-family and the road improvement would be of great benefit to these properties. A part of this area is now being held for commercial development and one parcel is currently before the County Planning Commission for a zone change to commercial.

Also in the area above is a 6' public pathway to which the proposed bike paths would connect.

Traffic Impacts

The intent of this project is to improve safety and capacity of Lower Boones Ferry Road by widening from two to four lanes and restricting access and turning movements. The project would upgrade to four lanes the remaining two-lane section of Lower Boones Ferry Road between the Lake Grove Shopping area and the I-5 interchange.

The build alternative would improve upon safety from these standpoints. The proposed sidewalks(s)/bikeway(s) would provide safe travel for pedestrians and bicyclists who presently must walk or ride on the edge of the pavement. Roadside ditches presently two to four feet from the edge of the pavement would be removed.

The realignment of cross-streets would enhance safety by the increased sight distances created by alteration of the existing angles of intersection.

The present intersection at Jean Road poses potential hazards. The proposed improvement would necessitate Jean Road entering the highway at the railroad crossing between the automatic protection device and the track area, making proper traffic signalization impossible. The relocation would provide a safer intersection, particularly when trains are crossing.

Washington Court and Upper Drive would be realigned such that they would intersect at a 90^{o} angle.

The proposed street closure at Lower Drive would reduce potential traffic hazards. This closure would eliminate the potentially hazardous street intersection between the railroad track and the automatic protection device. The highway would require a substantial fill in this area and would result in a difference in grade of 17 feet between Lower Drive and Boones Ferry Road at the intersection making reconnection undesirable.

The no-build alternative would provide none of these safety benefits and would result in a higher accident rate for motorists, bicyclists, and pedestrians on Lower Boones Ferry Road.

The second intent of the project is to increase the capacity of Lower Boones Ferry Road to accommodate anticipated traffic demands.

Table 6 shows existing 1975 traffic on Lower Boones Ferry Road, existing 1977, and projected 1990 average daily traffic at two points in the project area. The 1990 figures were prepared by the Oregon State Highway Division for the CRAG Interim Transportation Plan. The 1975 count is from Oregon State Highway Division Traffic Volume Tables. The 1977 is from a ground count taken by the City of Lake Oswego after the opening of Kruse Way. The second 1990 projection accounts for full development of the industrial area, which would add about 3,000 vehicles per day to the 1990 projection.

TABLE 6

Average Daily Traffic
Lower Boones Ferry Road

Location	1975	1977	1990	1990 (Full industrial development)
South of Upper Drive	6,500	6,900	9,200	12,200
Upper Drive to Bryant Rd.	7,500	7,500	10,200	13,200

The peak hour volume is the hour of the day during which the highest volume of traffic uses the facility. The peak hour is the period of greatest congestion, and is used in determining traffic volume capacity. Peak hour volumes can be estimated by taking 10% of the average daily traffic for any of the columns in Table 3. An explanation of levels of service is contained in Appendix A.

Under the build alternative, the facility is projected to have a Service Volume at Level of Service C (Design Capacity) of 2,200 vehicles per hour. With existing peak hour volumes of 750 vehicles, the facility would be operating at a Level of Service A, a very free flowing condition. With a 1990 peak hour volume of 1,320 vehicles, the facility would be operating at a service level B, still an uncongested free flowing condition.

Advantages obtained would include reductions in travel time, fewer safety hazards, reductions in most air pollutants, and lower noise levels.

Under the no-build alternative, the existing roadway has a level of service C Design Capacity of 1,050 vehicles per hour. With existing peak hour traffic of 750 vehicles, it is operating in the C Level of Service range. The projected service level with 1990 traffic is Service Level D to E, a congested condition.

Disadvantages of the no-build alternative would include increased travel time, greater safety hazards, increased air pollution, and increased noise.

The project would not significantly change traffic volumes or patterns in the Lower Boones Ferry Road area.

The landscaped median discussed in the draft negative declaration has been discarded in favor of a continuous two-way left turn lane in the section from Pilkington Road to Jean Road.

The relocation of Jean Road would have a significantly favorable impact on the Lower Boones Ferry Road area. It would be one of two roadways serving the industrial area as well as the southwestern part of Lake Oswego. Jean Road is designated as a collector on the Federal Aid Urban System.

Closure of Lower Drive would not have a significant effect on traffic patterns, as it has an existing daily traffic volume of 550 to 650. Closure would eliminate it as an alternative access to Boones Ferry Road; the reduction in through traffic would be beneficial to residences on the street.

Under the no-build alternative, existing traffic patterns would prevail on these streets.

Air Quality

The build alternative would result in fewer auto emissions than the no-build alternative because of reduced congestion, improved traffic flow, and more consistent vehicle speeds. Under either alternative, increases in emissions resulting from increased traffic would be partially offset by advanced auto emissions controls.

Noise

Existing and projected noise levels are in excess of Federal design noise levels for sensitive receptors within the distances of the L_{eq} 67 dBA noise contours in Table 4. The only exception is a residence south of Lower Boones Ferry Road, between S.W. Willow Lane and S.W. Rosewood Street. This residence is shielded on two sides by a new office complex. This shielding lowers the noise level to within Federal design levels. The distance that the predicted L_{eq} 67 dBA noise level extends is less for the No-Build Alternative than for the Build Alternative in 1990. The following table gives the number of residential buildings affected by the different project alternatives.

TABLE 7

NOISE IMPACTS
LOWER BOONES FERRY ROAD

Project Alternative	Residential Buildings Affected
Existing 1976	15
No-Build 1990	15
Build 1990	20

The number of residential buildings impacted by noise in 1990 is based on present construction. Any new buildings constructed inside the distances shown in Table 4 will also be impacted.

Mitigation Measures

Mitigating measures such as walls or berms would be very difficult to construct near sensitive receptors that are located close to the roadway. Nearly all the impacted receptors have direct access onto Lower Boones Ferry Road. Any effective wall or berm would block that access. Also, the visual effects of a wall or berm would not blend into the scenic environment of the roadway. Lower Boones Ferry Road in this area is very scenic, with rolling hills and many trees. Several trees would have to be removed to allow for wall or berm construction. The commercial establishments interspersed in the project area would likely suffer a loss of commercial visibility if a wall or berm was constructed. For these reasons, mitigation of this type is not practical.

Alternate methods of mitigation were also investigated. Time restrictions and prohibition of certain vehicle types (trucks) were considered impractical due to the commercial nature of the project area. Modification of speed limits was considered impractical because such an action would be inconsistent with the overall purpose of the project. Any exclusive lane designations or other traffic control devices would not be feasible in this area.

Changes in horizontal alignment to move the roadway further away from the receptors are not practical. There are receptors on both sides of the roadway, and right-of-way is already limited.

Mitigation of noise impacts on any underdeveloped property will be the responsibility of the applicable land use agency and the developer. Noise contour distances contained in this report will aid in determining where noise conflicts may occur. Noise impacts can be mitigated by future developers through the appropriate application of building setbacks, site design, and acoustical treatment of structures.

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Construction

Construction noise is considered a temporary problem as it rarely occurs in any one location for an extensive length of time, and depends on the complexity and duration of the project.

The variety of equipment, operational modes, and the unpredictable location of on-site activities, combine to make an estimate of composite noise level impractical, especially for specific receptor locations. Therefore, the discussion of construction noise is limited to equipment emission levels and feasible mitigation.

The most prevalent noise source is equipment powered by an internal combustion engine (usually diesel). This equipment is grouped (Figure 8) according to its mobility and operating characteristics: 1) earthmoving, 2) materials handling, and 3) stationary equipment. Equipment noise emission levels are shown in Figure 8.

One type of abatement would be the imposition of construction time constraints. The imposition of construction time constraints will insure that quiet periods of the day will be free of construction generated noise. Therefore, time constraints will be included in the project construction specifications. These constraints will be from 10:00 p.m. to 6:00 a.m., on weekdays and from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays. Exceptions to these restrictions may be granted by written approval of the local resident engineer.

Should a specific noise impact complaint occur during the construction of the project, mitigation applicable to the situation will be investigated. Where practical, abatement will be implemented.

Local Coordination

To date, no communication has taken place with local officials concerning the project noise impacts.

A copy of this report as well as a copy of FHWA policy regarding limitations on noise mitigation for future development (FHPM 7-7-3) will be forwarded to Clackamas County and the City of Lake Oswego. These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land use development from becoming incompatible with anticipated highway noise levels.

Historical and Archeological Sites

There are no historic sites in the vicinity of the project. There is a possibility that some of the ground within the proposed right-of-way is undisturbed. An archeological survey will be undertaken prior to contract letting.

Basis for Negative Declaration

This project is not expected to precipitate significant alterations in land use, planned growth, development patterns, traffic volumes or patterns, transportation services, or manmade resources. The project has no 4(f) involvements. The project would not divide or disrupt any established community, or cause a significant increase in traffic congestion. It is considered consistent with laws and regulations relating to the environment and will not have significant adverse impact on air quality or ambient noise levels.

It is the conclusion of the City of Lake Oswego and the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

E V Hunter — 8-21-79

Assistant State Highway Engineer — Date

J Black — 9-5-79

Federal Highway Administration Official — Date

APPENDIX A

SUMMARY OF ENVIRONMENTAL IMPACTS

	No-Build	Build
Pedestrian Safety	Lack of sidewalks poses a hazard to pedestrians	Proposed sidewalks would allow safe pedestrian travel
Bicyclist Safety	Riding edge of pavement poses hazard to bicyclists	Proposed bikeways would provide safe travel for bicyclists
Traffic Safety	Higher accident rates at Jean Road Intersection, Lower Drive, Rosewood Streets and Willow Lane. Higher accident rates from lack of left turn refuge, narrow lanes, and restricted capacity.	Reduced accident rates would result from relocation of Jean Road, closure of Lower Drive, and from median providing left turn refuge, wider travel lanes, and increased capacity.
Traffic	Increased congestion as industrial area develops and population increases.	Capacity of facility consistent with projected traffic demands. Closure of Lower Drive would require all traffic to take access to Boones Ferry via Bryant Road.
Right of Way	No right of way impacts	Up to 37 parcels of land totaling 2.1 acres would be required along Lower Boones Ferry Road. Relocation of Jean Road would require 1 acre of undeveloped land. Closure of Lower Drive, would require .1 acre of land for a total of 3.2 acres of right of way. Seventeen parcels totaling 1.2 acres are required for permanent easements and 18 parcels totaling 1.7 acres are required for temporary easements. Two vacant buildings displaced and homes and businesses impacted.

	No-Build	Build
Air Quality	Air quality impacts not appreciable, but may be slightly greater than with the build alternative because of increased congestion during peak hours. Improved auto emissions controls may improve air quality over that experienced today.	Air quality impacts not appreciable, but may be slightly less than with the no-build because of improved traffic flow during peak hours. Improved auto emissions controls may improve air quality over that experienced today.
Noise	Sensitive receptors are currently experiencing noise in excess of federal guidelines. Projected traffic demands would increase noise levels experienced by residents under the no-build alternative.	Higher noise levels would occur with the build alternative than the no-build.
Neighborhoods	No effects	No effects
Aesthetics	The existing roadway with no sidewalks and gravel shoulders is not aesthetically appealing. Trees and shrubbery now existing along the right of way would remain.	The western portion of the proposed facility, with bikeways, would be more appealing than the existing facility. The eastern portion of the project would be removed, and a retaining wall would be built at Washington Court.
Population	There may be a negligible depressing effect on local population growth because of the restricted roadway capacity.	Would serve to accommodate area population growth, but would probably have a negligible effect on that growth.
Land Use	May retard development in the industrial area because of restricted traffic capacity. Provision of sewer and water facilities are greater determining factors.	Would serve to accommodate proposed industrial development because of increased traffic capacity. Provision of sewer and water facilities are greater determining factors. Residential areas to the east would be slightly less desirable as residences, but property values would tend to increase and there would be a greater impetus toward industrial and commercial development rather than residential.

	No-Build	Build
Economics	Employment in the industrial area is 400 employees, with 1000 employees expected with the provision of sewer and water facilities. Existing facility may have a negligible effect on industrial development and employment because of restricted capacity.	Capacity of facility consistent with expected industrial development and employment.
Parks	No impact	No impact
Historic and Archeological Sites	No impact	No impact
Aquatic	Drainage is poor, causing deterioration of existing roadway, which will continue under the no-build. No impact on 5-acre wetland.	Drainage ditches, siltation oil traps, and replacement would improve drainage and prevent siltation of West Bay.
Wildlife	No impact	A small amount of low quality habitat would be taken by right of way.

APPENDIX B

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur)
Average travel speed above 30 mph.

Level of Service "B" - Stable flow (slight delays)
Average travel speed 25-30 mph.

Level of Service "C" - Stable flow (acceptable delays)
Average travel speed 20-25 mph.

Level of Service "D" - Approaching unstable flow (delays tolerable)
Average travel speed 15-20 mph.

Level of Service "E" - Unstable flow (congestion, short periods of stoppages)
Average travel speed approximately 15 mph.

Level of Service "F" - Forced flow (jammed; stop-and-go)
Average travel speed less than 15 mph.

Average Travel Speed - The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

APPENDIX C

Wetlands Finding (S.W. Jean - S.W. Madrona)

This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands within the proposed federal-aid project, and that the proposed action includes all practicable measures to minimize harm to the wetlands which may result from such use. This determination is made pursuant to the interim guidance and procedure issued for the implementation of Section 2 of Executive Order 11990.

Description of Project

The project will widen a one-mile section of Lower Boones Ferry Road, thus making it a 4-lane road throughout the City of Lake Oswego. This will eliminate a bottleneck, improving both traffic flow and safety. The typical design calls for four traffic lanes and a bikepath, with a continuous left-turn lane on one portion. The project extends from S.W. Jean Road northeast to S.W. Madrona Street. Project construction activities in wetlands include filling in a shallow ditch. However, construction of a new storm drainage network by the city will have a much greater effect on wetlands. This system has been worked out to coordinate with the highway widening project discussed here. New drainage ditches will be created, some of them in existing wetlands. New culverts will alter water levels, and retention areas will be set up which will expand or modify present wetlands.

Description of Wetlands

Almost 10 acres of wetlands are found in the project vicinity. Most of these are willow swamps, separated from each other by railroad fills. However, there are a few ponds, often with dead trees. These small wetland areas form part of a natural drainage system leading eastward into Lake Oswego. The classification by the 1977 Department of the Interior system is: palustrine, forested, broad-leaved deciduous (a more detailed wetlands description is found in the wetlands section of the negative declaration).

Wetlands Affected

The no-build alternative would have no direct effect on wetlands. However, private land-owners could modify or eliminate wetlands, unless there is a special agreement with the city.

With the build alternative, only one small (120 sq. ft.) area of wetland would be filled in by the project itself. This is a shallow ditch opposite the Willow Lane intersection. However, construction of the city's storm drain network would eliminate 2.1 acres of wetland, or 22% of the wetlands in the project vicinity. Water levels would be lower in some areas, but higher in others. Additional wetlands would be subject to indirect impacts such as dust, siltation, and erosion. The wetland area near Tualatin Street would be expanded and part would become a pond.

Wetlands Functions

The wetlands affected by the project are locally important in flood control and ground-water recharge. Some of the swamps support a considerable variety of wildlife, especially birds. Swallows, quail, redwinged blackbirds, and mallards are at home here. The less-disturbed areas also make attractive open space in an area which is otherwise commercial and residential in character.

Alternatives Considered

The no-build alternative would permit present natural and artificial processes to continue. The wetlands could vary in size according to rainfall and actions by private landowners, but would not have any impacts from the project.

The build alternative of the federal-aid project is designed to make only very negligible impacts on wetlands. The impacts from the city-proposed drainage system will be compensated by the creation of expansion of wetlands in the same general area. Water levels can be regulated if necessary for this purpose.

Measures to Minimize Harm

The 2.1 acres of wetlands eliminated (by the project-related drainage system) will be replaced by 2.2 acres of newly created wetlands. These will be mainly 15-foot wide ditches planted with water-loving plants; other areas will be new ponds or expanded swampy areas near the channels. Some wetlands of low value as habitat will be improved as water tables rise. The original cross-section design of the road has been modified to be narrower, reducing wetland impacts. During construction, standard measures will be used to minimize the impacts of dust, noise, erosion and siltation on wetlands.

Coordination and Public Involvement

Several important modifications were made following the public hearing on May 24, 1977. Open ditches were chosen instead of storm sewers, for example. Special traps will control pollution entering Lake Oswego. Plants to be used in the drainage channels were recommended by the Soil Conservation Service. Staff members from the Oregon Department of Transportation, U.S. Fish and Wildlife Service (USF&WS), and the City of Lake Oswego held a joint discussion of drainage problems and how they would be solved. On the topic of threatened and endangered species, the Endangered Species Office of the USF&WS gave an evaluation for the project.

Conclusion

The above factors and considerations establish that there is no practicable alternative to construction in the wetlands of this project, and that the proposed action includes all practicable measures to minimize harm to the wetlands which may result from such use.

for G. L. GREEN, Division Administrator

9904

5-79

NOISE STUDY REPORT
S.W. MADRONA - S.W. JEAN
LOWER BOONES FERRY ROAD
CITY OF LAKE OSWEGO, OREGON

Versteeg
Anderson
Adams
Edwards
Turpin
Trout
Wakerlig

RECEIVED

ROAD DESIGN SECTION

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Action

PREPARED BY:
TIM THEX, SR. ENVIRONMENTAL ENGINEER
OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES BRANCH

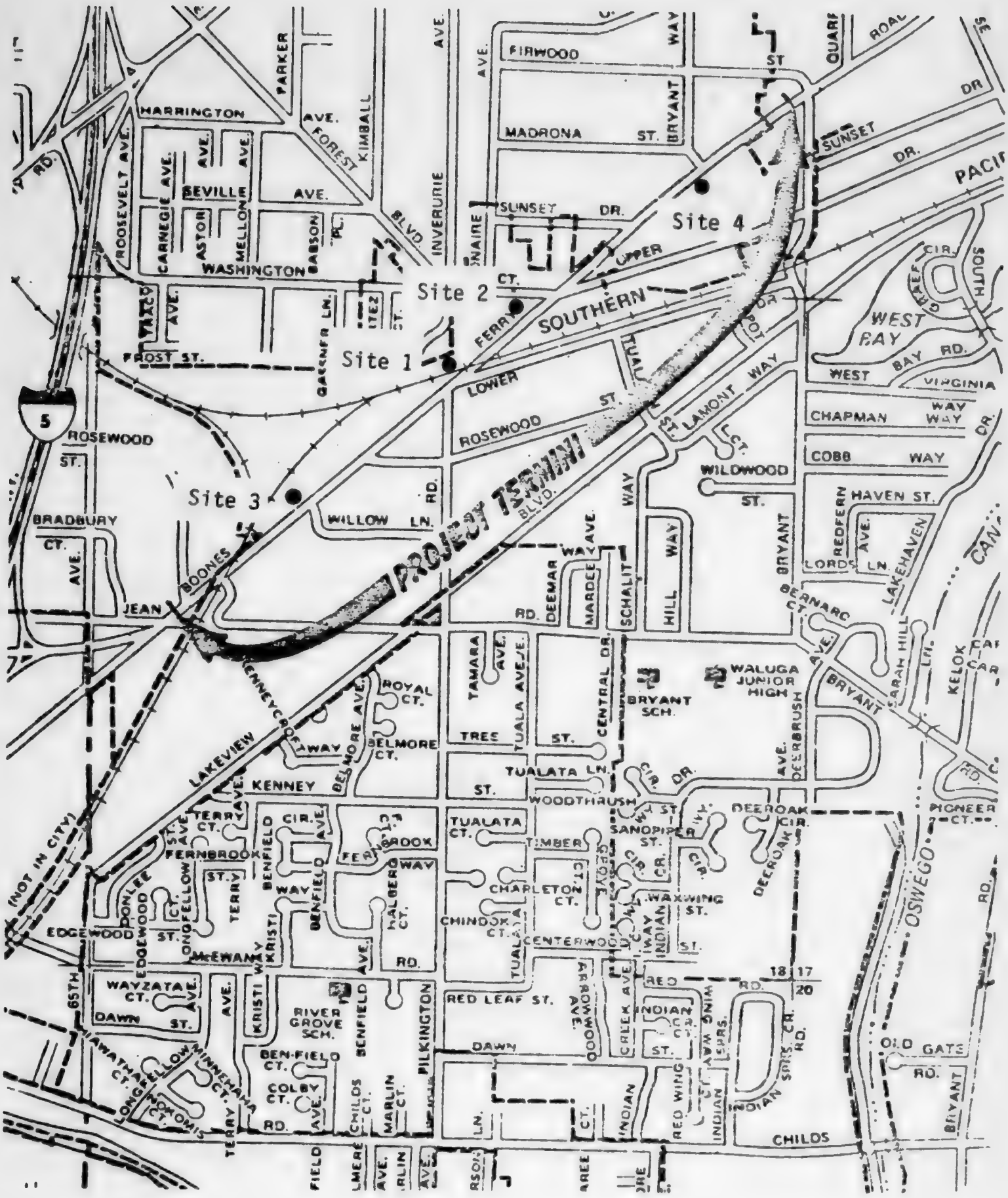
MAY, 1979

FIGURE 1

PROJECT VICINITY MAP

LOWER BOONES FERRY ROAD

● =NOISE MEASUREMENT SITES



PROJECT DESCRIPTION

Lower Boones Ferry Road is classified as an east-west arterial street in the City of Lake Oswego Arterial Street Plan. It runs in a diagonal from the southwestern corner of Lake Oswego to the northern boundary of the city and continues into Portland. It provides a major source of access to both I-5 and the central business district of Lake Oswego for city residents. Within the city limits Lower Boones Ferry Road is currently a four lane facility for its length, except for this unimproved 1.0 mile stretch of two lane highway from the southwestern terminus of the project at Jean Road to the northeastern terminus at S.W. Madrona Road, and the 400' section north of Country Club Road. The proposed project would provide four lane capacity on this section to the same standards as the remainder of Lower Boones Ferry Road.

The primary transportation goal of the proposed project is to improve mobility and safety. The proposed project is intended to improve transportation service between Lake Oswego and the Lower Boones Ferry interchange of I-5. The proposal would eliminate the bottleneck situation where a two lane section is connected at both ends to a four lane section. The project is designed to accommodate future traffic volumes generated by forecasted land use development in the Tigard-Lake Oswego portion of the Columbia Region Association of Governments planning area.

The existing road is 22 feet wide with two 11-foot travel lanes and shoulders ranging from 2 feet to 4 feet wide. There are no curbs, no sidewalks or safe walking width and no defined bikeway. There are presently no traffic signalizations or structures. Several streets enter the roadway. Pilkington Road and Jean Road are major intersections. The roadway intersects two at-grade railroad crossings, one in the vicinity of Jean Road and one in the vicinity of Pilkington Road. There are wig way signals at the railroad crossings.

Two alternatives are under consideration. One is the No-Build Alternative, with Lower Boones Ferry Road remaining a two lane facility. The other Build Alternative is a four lane facility with pedestrian/bikeways, a median with left turn refuges, signalization of major intersections, and landscaping.

The design alternative is divided into two sections, one from S.W. Jean Road to Pilkington Road and the other section from Pilkington Road to S.W. Madrona Street. Within each of these sections, design variations have been proposed as options.

In the S.W. Jean to Pilkington Road section, one option is a four lane facility within a 90' right-of-way with two 14' travel lanes, two 13' travel lanes, a 12' median, an 8' bikeway on either side of the facility, and 4' landscaped areas between the bikeways and the curb on both sides of the facility. The second option has the same travel lanes and median as the first,

but it would have one 8' bikeway on the east side, a 4' landscaped area between the bikeway and the curb, a 4' landscaped area between the curb and the right-of-way on the west side, and a right-of-way width of 82'.

With either of these options, the median could be either landscaped or painted. Left turn refuges are proposed for the median at Jean Road and at the Chipper Machines Facility. Traffic control signals are planned for the Pilkington Road and Jean Road intersections with Lower Boones Ferry Road.

Jean Road is a major collector street entering Lower Boones Ferry Road approximately 40' east of the Newberg Branch Tracks. It is proposed to relocate Jean Road approximately 400' to the east.

LAND USE

Much of the land in the southwestern portion of Lake Oswego in the project vicinity is in residential use. Most of this land is developed. However, two subdivisions are presently being implemented in this area, one of 118 single family dwellings, and one of 25 townhouses and 65 single family dwellings. These developments will add to the traffic on Lower Boones Ferry Road.

The area between Pilkington Road and Jean Road has been zoned MP Industrial (i.e., light industrial). The Industrial Park consists of approximately 55 developable acres, of which 50 percent is now in industrial use. The remainder is

undeveloped or underdeveloped due to the lack of sanitary sewer service in the area. When sewers are available, there will be a rapid expansion in the Industrial Park zone.

Existing land uses in the industrial zone between Jean and Pilkington Road include a mixture of residential, commercial, medical offices, and undeveloped land. The setbacks of the industrial and commercial businesses varies considerably. Some businesses are quite close to the existing roadway while others are not.

The area between Upper Drive and Madrona is zoned Low Density Residential by Clackamas County. Existing land use from Pilkington Road to the project terminus at S.W. Madrona is confined to residential dwellings. Setbacks of the dwellings ranges from 20 to 40' with many close to the roadway. Commercial uses exist to the east and industrial to the west. Changes in zoning by the city or county for this area has not been determined.

METHODOLOGY

This analysis was conducted in conformance with FHPM 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise". The project is classified as a Type I-B project, or one with uncontrolled access. The FHWA Noise Model (FHWA-RD-77-108) was utilized for noise prediction.

The descriptor for noise levels on this project is the L_{eq}, which is the equivalent steady state sound level containing the same acoustic energy as the time varying sound

level during the same time period. The Federal design noise level for the type of community analyzed in this report is L_{eq} 67 dBA. Federal design noise levels refer to the upper limit of acceptable traffic noise level conditions for various activities and land uses. These levels are used to determine the degree of impact of traffic noise on human activities. Table 1 shows the various activity categories and their respective design noise levels.

Noise measurements were taken in May, 1976. Noise measurements are taken for two purposes. First, they are used to determine existing noise levels on a highway project. Existing noise is the noise that is usually present within an area's acoustical environment. Second, they are used to validate the computer model for noise predictions. During noise measurements, traffic counts are taken and speed determinations are made. These parameters are then modeled. The results are compared to the actual measurements to determine the agreement between the two. Close agreement indicates that the model is valid without any adjustments.

TRAFFIC

Table 2 contains traffic data used in the analysis for determining noise levels on the project. The same traffic was used in the Negative Declaration for this project. Noise levels were predicted adjacent to Lower Boones Ferry Road, because it is the primary source of noise in the area.

TABLE 1

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	—	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ SOURCE: U.S. Department of Transportation Federal Highway Administration, Procedures for Abatement of Highway Traffic Noise and Construction Noise, FHPM 7-7-3, Transmitted 192, May 14, 1976.

TABLE 2

TRAFFIC DATA USED IN NOISE PREDICTIONS

Alternative	Year	Autos	Med. Trucks	Heavy Trucks	Speed
Existing	1976	712	0	38	40
No-Build	1990	1254	0	66	30
Build	1990	1254	0	66	40

NOISE ANALYSIS

Traffic Noise Levels

Traffic noise levels at a distance of 50 feet from the centerline of the roadway were predicted. L_{eq} 67 dBA noise contour distances were calculated for each of the project alternatives as well as the existing peak noise hour. The L_{eq} 67 dBA noise contour distance is the unshielded distance from the centerline of the roadway at which Federal design noise levels are exceeded. Receptors beyond the L_{eq} 67 dBA contour are not considered to be impacted by traffic noise. These predictions are summarized in Table 3.

The different options of the Build Alternative mentioned in the Project Description section of this report have the same noise characteristics, number of lanes, lane widths, alignment, and traffic projections. Therefore, there is no difference in noise levels between the design options.

TABLE 3

PREDICTED NOISE LEVELS AND L_{eq} 67 dBA NOISE CONTOURS

Alternative	Year	Predicted Noise Level (L_{eq}) at 50 feet from Centerline	Predicted Unsheilded L_{eq} 67 dBA Noise Contour Distance from Centerline
Existing	1976	69 dBA	80'
No-Build	1990	69 dBA	80'
Build	1990	72 dBA	160'

These noise levels and contour distances presented in this report differ from those in the Negative Declaration. This is because the new FHWA model more accurately predicts different noise emission levels for automobiles and trucks than the model used in the Negative Declaration. For example, the old model predicted that noise levels would decrease with speed, while the new model predicts that noise levels will increase with speed.

A soft (absorptive) site was used in the model to determine the acoustical effects of ground cover. Most of the area between Lower Boones Ferry Road and the receptors adjacent to it is composed of grass or light vegetation, both of which absorb sound at a greater rate than an acoustically hard (reflective) site. The average drop off rate for sound over a soft site is 4.5 dBA per doubling of distance, as compared to 3 dBA per doubling of distance for a hard site.

Measurement of Existing Noise Levels

Existing noise levels were measured in May, 1976. The measurement instruments used meet the requirements set forth in ANSI Standard S1.4-1971, as specified in FHPM 7-7-3. Traffic counts, speed determinations, microphone locations and results of measurments are summarized in Table 4.

There is little difference between measured and predicted data. This indicates that the model is valid and that predictions are accurate. If anything, the model slightly over predicts.

The predictions also show that the highway is responsible for nearly all the sound in the project section. If the measured data was consistently higher than the predicted data, it would indicate a high level of ambient noise on the project. The close agreement does not suggest significant ambient noise.

There are two railroad crossings on the project. However, the trains do not contribute significantly to the L_{eq} noise level. This noise emission is of relatively short duration.

Comparison of Predicted Noise Levels with Design Noise Levels

Existing and projected noise levels are in excess of Federal design noise levels for sensitive receptors within the distances of the L_{eq} 67 dBA noise contours in Table 3. The only exception is a residence south of Lower Boones Ferry Road, between S.W. Willow Lane and S.W. Rosewood Street. This residence is shielded on two sides by a new office complex. This shielding

TABLE 4

COMPARISON BETWEEN MEASURED AND PREDICTED DATA

Site	Location	Autos	Med. Trucks	Heavy Trucks	Speed	Equivalent Lane Distance	L_{eq} (Measured)	L_{eq} (Predicted)	Difference (Pred.-Mea.)
1a	South End of Project	444	21	24	30	46	66	66	0
1b	South End of Project	444	21	24	30	86	63	62	-1
2a	Boones Ferry Rd. @ Washington	414	27	6	30	56	62	62	0
2b	Boones Ferry Rd. @ Washington	414	27	6	30	156	56	58	+2
3a	Boones Ferry Rd. @ Oroweat Store	390	15	15	30	81	58	60	+2
3b	Boones Ferry Rd. @ Oroweat Store	390	15	15	30	156	57	56	-1
4a	North End of Project	507	24	15	30	46	64	65	+1
4b	North End of Project	507	24	15	30	112	57	60	+3

lowers the noise level to within Federal design levels. The distance that the predicted L_{eq} 67 dBA noise level extends is less for the No-Build Alternative than for the Build Alternative in 1990. The following table gives the number of residential buildings affected by the different project alternatives.

TABLE 5

NOISE IMPACTS
LOWER BOONES FERRY ROAD

Project Alternative		Residential Buildings Affected
Existing	1976	15
No-Build	1990	15
Build	1990	20

The number of residential buildings impacted by noise in 1990 is based on present construction. Any new buildings constructed inside the distances in Table 3 will also be impacted.

Mitigation Measures

Mitigating measures such as walls or berms would be very difficult to construct near sensitive receptors that are located close to the roadway. Nearly all the impacted receptors have direct access onto Lower Boones Ferry Road. Any effective wall or berm would block that access. Also, the visual effects of a wall or berm would not blend into the scenic environment of the roadway. Lower Boones Ferry Road in this area is very

scenic, with rolling hills and many trees. Several trees would have to be removed to allow for wall or berm construction. The commercial establishments interspersed in the project area would likely suffer a loss of commercial visibility if a wall or berm was constructed. For these reasons, mitigation of this type is not practical.

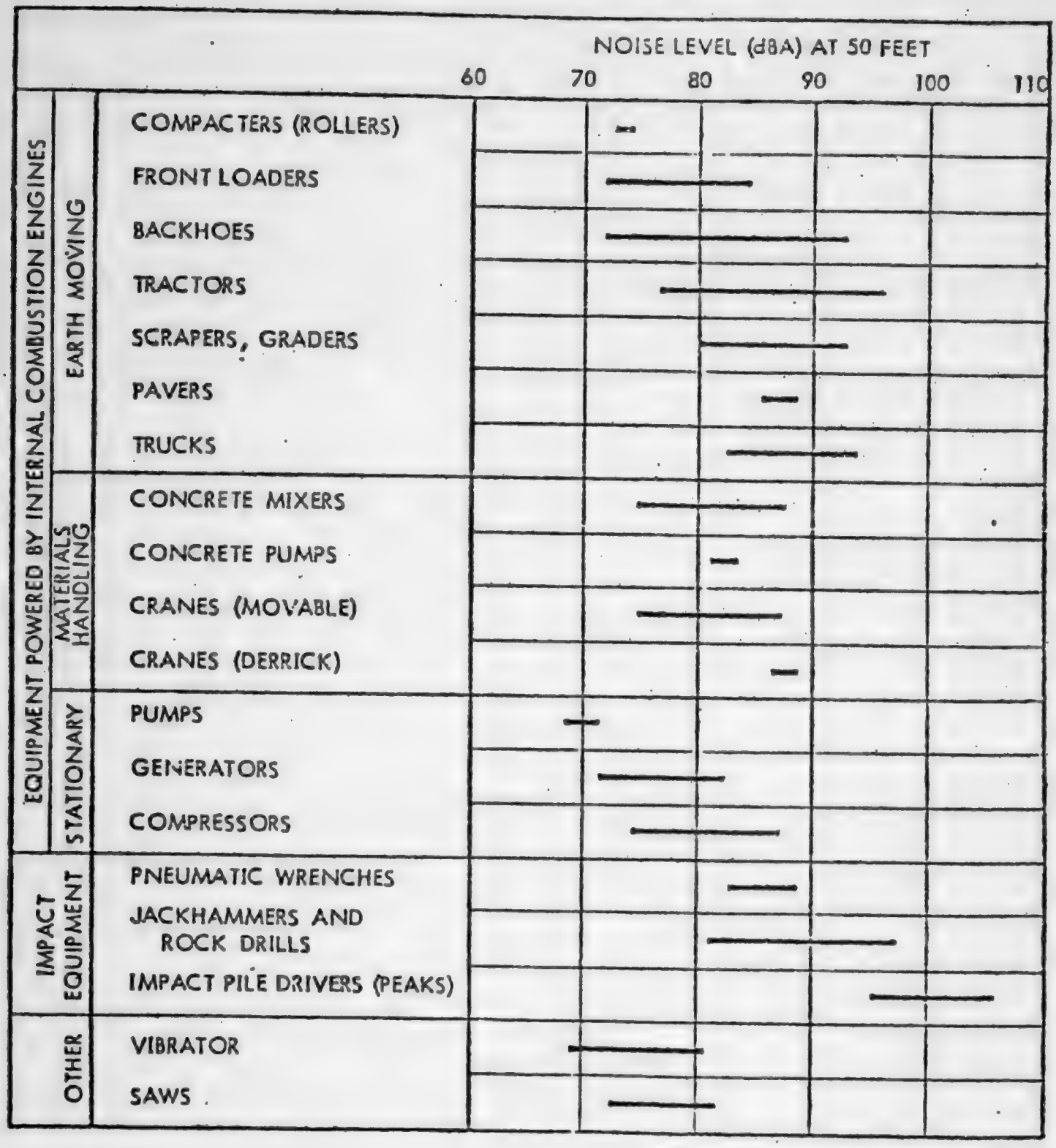
Alternate methods of mitigation were also investigated. Time restrictions and prohibition of certain vehicle types (trucks) were considered impractical due to the commercial nature of the project area. Modification of speed limits was considered impractical because such an action would be inconsistent with the overall purpose of the project. Any exclusive lane designations or other traffic control devices would not be feasible in this area.

Changes in horizontal alignment to move the roadway further away from the receptors are not practical. There are receptors or both sides of the roadway, and right-of-way is already limited.

Mitigation of noise impacts on any underdeveloped property will be the responsibility of the applicable land use agency and the developer. Noise contour distances contained in this report will aid in determining where noise conflicts may occur. Noise impacts can be mitigated by future developers through the appropriate application of building setbacks, site design, and acoustical treatment of structures.

FIGURE 2

Construction Equipment Noise Ranges



CONSTRUCTION

Construction noise can be considered an impact on the adjoining community. Areas adjacent to the project can experience increased noise. The type and use of equipment, traffic relocation (detour routes), material movement (haul routes), and various techniques, all contribute to this additional noise.

Construction noise is considered a temporary problem as it rarely occurs in any one location for an extensive length of time, and depends on the complexity and duration of the project.

The variety of equipment, operational modes, and the unpredictable location of on-site activities, combine to make an estimate of composite noise level impractical, especially for specific receptor locaions. Therefore, the discussion of construction noise is limited to equipment emission levels and feasible mitigation.

The most prevalent noise source is equipment powered by an internal combustion engine (usually diesel). This equipment is grouped (Figure 2) according to its mobility and operating characteristics: 1) earthmoving, 2) materials handling, and 3) stationary equipment. Equipment noise emission levels are shown in Figure 2.

One type of abatement would be the imposition of construction time constraints. The imposition of construction time constraints will insure that quiet periods of the day will be

free of construction generated noise. Therefore, time constraints are proposed for inclusion in the project construction specifications. These constraints will be from 10:00 p.m. to 6:00 a.m., on weekdays and from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays. Exceptions to these restrictions may be granted by written approval of the local resident engineer.

Should a specific noise impact complaint occur during the construction of the project, mitigation applicable to the situation will be investigated. Where practical, abatement will be implemented.

LOCAL COORDINATION

To date, no communication has taken place with local officials concerning the project noise impacts.

A copy of this report as well as a copy of FHWA policy regarding limitations on noise mitigation for future development (FHPM 7-7-3) will be forwarded to Clackamas County and the City of Lake Oswego. These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land use development from becoming incompatible with anticipated highway noise levels.

STATE OF OREGON

INTEROFFICE MEMO

Versteeg
Lake Oswego

9904

TO: MEMO TO THE FILE

DATE: July 21, 1977

FROM: ROB CAMERON
Resident Locating Engineer

NOTED
R.T. EWEN

SUBJECT: Meeting - July 14, 1977
S.W. Madrona-Jean Road Section
Boones Ferry Road

A meeting was held in the Lake Oswego City Hall to discuss the Madrona-Jean Road project. Those attending were Robert T. Ewen and Rob Cameron, ODOT; Wally Bryant, FHWA; Winston Kurth, Clackamas County; and John Bustraan and Nawzad Othman, City of Lake Oswego.

Bob Ewen presented the need for a selected alternative and preparation of the project study report by the City of Lake Oswego. Discussion of some specific items followed.

The roadway typical section (curb to curb) was discussed. Four lanes with a continuous left-turn lane received some support at the hearing. There was also strong support for four lanes without a left-turn lane. Safer operation and more capacity would be achieved with the left-turn lane, while R/W cost and impact on adjoining property would be reduced by narrowing the roadway width.

No on-street parking is to be allowed.

Bus turnouts would probably not be needed.

A two-way bikeway should be constructed on the southeast side of Boones Ferry Road.

Some backing should be provided for curb on northwest side. A two-foot wide strip of concrete was suggested.

Illumination details are to be worked out by the City.

Vertical curvature providing 35 mph stopping sight distance would require raising the grade about three feet at the intersection with Pilkington Road.

The feasibility of a left-turn refuge at Pilkington Road should be investigated further.

The cost of drainage will be divided between the project and the City of Lake Oswego based upon how much drainage comes from the roadway compared to how much comes from adjoining lands. A review of hydrology and hydraulics of the proposed drainage system is needed.

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Siltation and contamination of West Bay was a great concern of hearing participants. Removal of contaminants or suspended solids is extremely costly and not considered feasible. Larger solids can be removed by suitable catch basins, sumps, and/or settling basins. The City is to suggest location and design of such devices for mitigation of siltation.

A tentative project development schedule was worked out.showing anticipated contract award date of June, 1979.

RC/ldo

Preliminary
Project Development Schedule
Madrona Street-Jean Road Section
Lower Boones Ferry Road
Clackamas County
July 21, 1977

Date Complete	Action By	Action
7/20/77	TAC	Selects alternative to be recommended to Lake Oswego City Council
8/20/77	LO	Prepares project study report
9/10/77	LO	Responds to people who participated in public hearing
9/13/77	LO	Acts to accept selected alternative at city council meeting
11/1/77	LO	Advertises election to be held in March, 1978
1/5/78	ODOT	Develops field design of selected alternative and prepares final negative declaration
1/15/78	ODOT	Submits final Negative Declaration to FHWA for approval
3/1/78	LO	Holds election
3/20/78	LO	Advises ODOT of election results
3/28/78	ODOT	Submits project for administrative approval
4/20/78	ODOT	Starts right-of-way acquisition
9/1/78	ODOT	Prepares plans
4/20/79	ODOT	Completes right-of-way acquisition
4/25/79	ODOT	Advertises for bids
6/79	ODOT	Awards contract

FORM 81-724-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 22, 1976

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Madrona St.-Wash. Co. Line
Lower Boones Ferry Road

TO: Craig Markham
Region Environmentalist

NOTED
E. S. HUNTER

I have your memo of October 12, 1976, concerning the effort of local government on their environmental statements.

Tom Arnold has been assigned to clean-up the document and proceed with review process.

However, I cannot accept your recommendations for a policy change for several reasons. For the interdisciplinary approach and NEPA to work properly, the environmental work must be done in conjunction with the project. To remove that work from responsible officials makes it less effective.

Also, on a statewide basis, the meager resources of this section cannot accept all of these additional projects and maintain our own schedules.

I've repeatedly said that we'll help all we can in areas of expertise and assisting in processing the documents (as in this case), but the initial effort must come from the responsible unit of local government. This policy must apply as stated in the Action Plan.

I appreciate (and sympathize with) your input.

GAP:ss

cc: E. S. Hunter
R. N. Bothman

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 20, 1976

City of Lake Oswego
348 N. State Street
P. O. Box 369
Lake Oswego, Oregon 97034

Right of Way Services Agreement #53
Madrona St.-Jean Rd. Sec. of
Lower Boones Ferry Rd. Project

Attn: Marlin J. DeHaas

MISC. CONTRACTS and AGREEMENTS No. 5527

Gentlemen:

Enclosed are two fully signed copies of the Right of Way Services Agreement for Right of Way Services in connection with the Urban System Project Agreement concerning the widening and improvement of S. W. Madrona St -S. W. Jean Road section of S. W. Lower Boones Ferry Road.

Very truly yours,

Adele L. Egan
Right of Way Office Manager

AE
mp
Enc.

cc: Ken Rolfe, w/c
County-City, w/c
Title, w/c

Cecil Head, w/orig.

12-14-76
noted in
agrel. book

NOTED
C. W. HEAD

9904

FORM 81-734-3030

Lake Oswego

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-4

Region 1 - Milwaukie

August 27, 1976

FROM: TED INLOES
Region Utilities Engineer

TO: JACK CARTWRIGHT
Utility Office Engineer

SUBJECT: S.W. Madrona-Jean Road
Lower Boones Ferry Road
Clackamas County
Prefix: 303-1919

The following utilities have facilities within the limits of this project.

Pacific Northwest Bell
Portland General Electric
Lake Grove Water District
Northwest Natural Gas
City of Lake Oswego

Pacific Northwest Bell has approximately 5,000 lineal feet of pole line and 5,000 lineal feet of underground toll cable to relocate. They estimate $20.00/foot relocation cost for a total cost of $200,000.00. Their facilities are located on public right of way, therefore the relocation cost would be non-reimbursable.

Northwest Natural Gas Company has around 1,000 lineal feet of 10 3/4" main to relocate and approximately 7 valve boxes to adjust. They estimate $10.00/foot for the lowering and $50.00 each for valve boxes for $10,350.00 relocation cost, which is non-reimbursable.

Portland General Electric has approximately 5,000 feet of pole line to relocate at $20.00/foot for a relocation cost of $100,000.00, which is non-reimbursable.

Lake Grove Water District has 24 valve boxes, meter boxes and manholes to adjust at an estimate of $200.00 each, for a relocation cost of $4,800.00. This cost would be non-reimbursable.

The City of Lake Oswego has about 650 feet of 8" water main to lower or relocate, and 4 fire hydrants. They estimate $22.00/foot and $1,000.00 each, for a relocation cost of $18,300.00, which would be reimbursable under PPM 30-4.

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Eriksen — Watson
Hager — Wolfe
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TI/lms
cc: E. L. Hardt
Maury Payne

XC: J. H Versteeg.
C. G. Swenson

Dr. 21-10
Lake Oswego

SALEM, OREGON
April 9, 1976

L. W. Rullen
Project Management Engineer

E. L. Hardt
Region 1 Engineer
MILWAUKIE

Madrona St.-Jean Rd. Sect.
Lower Boones Ferry Road
City of Lake Oswego

Your letter of April 5, 1976 questioned whether the City's proposed sanitary sewer contract could include installation of the proposed highway project storm sewer.

If all the necessary steps have been taken to qualify the highway project for Federal Aid, then the storm sewer work could be done by the City's sanitary sewer contractor with payment made from highway funds. Obviously, separate costs would have to be developed for each sewer installation.

DES:ljt

cc: J. H. Versteeg
Gary Potter
D. E. Swan

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

April 5, 1976

FROM: EDWARD L. HARDT
Regional Engineer

TO: HAL VERSTEEG
Road Design Engineer

GARY POTTER
Environmental Director

LARRY RULIEN
Project Management Engineer

SUBJECT: MADRONA STREET TO JEAN ROAD
SECTION
LOWER BOONES FERRY ROAD
CITY OF LAKE OSWEGO

Versteeg ✓
2 Olson
3 Christensen
Scott
4 Swenson
Savage
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Bring Up ___/___/___
Other

The subject project is an urban systems road widening project advanced through CRAG by the City of Lake Oswego and Clackamas County. The Highway Division is presently doing the preliminary engineering and will do the construction engineering. The City is using the project as a vehicle for helping to solve several drainage problems in the area. The area is in need of both storm water drainage and sanitary sewage disposal improvement. The City has been put on notice by DEQ to correct the sanitary sewage problem which presently is handled by the individual septic tanks. A meeting was held at the City Hall on March 30 to discuss these problems with the DEQ and the EPA. Attached is a memo documenting this meeting.

Following are several points with respect to the relationship of the treatment of the storm drainage for the project with the rest of the highway project. I want to bounce these off the persons to whom this letter is addressed to make sure I'm on the right track.

Part of the water for the storm drain system will come from the road widening project. The balance will come from the adjoining lands. I have told the City that after highway drainage has been designed we will have to determine the contribution of each to the total system and thereby come up with a cost for the drainage to be assigned to the highway project. I have already discussed this with Hal Versteeg and I believe he is in accord with this approach.

Pressure from the DEQ and the possibility of a federal grant for solving the sanitary sewage problem causes the City and the DEQ to want to start in on the joint project this fall. The "joint project" refers to the fact that much of the two sewer systems will be located in a common trench and logic would dictate that they would be done at the same time. I have told the City and DEQ that we cannot commit any funds towards the construction of the project, including any participation in a sewer project, until after we have held a hearing and had the project approved. They have talked in terms of possibly getting some kind of advance grant from the FHWA

REFERRED TO BY FINAL DESIGN ENGINEER

Board ___ Reed ___
Cole ___ ✓ Sample ___
Erikson ___ Warren ___
Heger ___ Wolfe ___
Return ___ Discuss ___ Do ___ File Copy ___ Due ___

towards the project which would allow them to proceed with the sewer work but I have discouraged this, again telling them we cannot prejudice the project by committing anything towards its construction until the preliminary work is done, including the hearing. I believe this is the correct approach but I would like Gary Potter to confirm that or otherwise comment on it.

Since several thousand feet of the sanitary and storm drains will lie in the same trench (outside the Boones Ferry Road right-of-way) it would seem best that one contractor be responsible for both lines. The question arises then --- can the City's sanitary contract include installation of pipe for the highway outfall with payment made from highway funds to the sanitary contractor for the work? If this is possible, it would not only allow the work to be done in the most efficient way but would also allow the sanitary contract to precede the highway project, since it looks like the former would be ready first. I would like Larry Rulien to comment on whether such a funding arrangement might be possible.

ELH/cr
cc Maury Payne w/attachment

OE RE RME RCE FAE
TE RECEIVED RSM
UE APR - 2 1976 RSC
SO REGION I RBI
ENV LOC

MEMO TO FILE

March 30, 1976

TO: W.O. 3901 - Lake View Trunk Sanitary Sewer
W.O. 5152 - Bryant Road to Pilkington Storm Drain Improvements

FROM: Marlin J. DeHaas, Director of Public Works

SUBJECT: March 29, 1976 Meeting

At 2:00 p.m. on the afternoon of March 29, 1976, there was a meeting held in the Public Works Department, Conference Room, to discuss the above referenced projects. The meeting was attended by Ed Hardt, Oregon State Highway Division, Winston Kurth, Clackamas County Public Works, Bill Sobvlewski, EPA, Tom Blankenship, DEQ, and Marlin DeHaas, Gary Bradshaw, Harlen Peterson, Wayne Halverson and John Bustraan of the City of Lake Oswego.

The scope of the projects were outlined by Marlin DeHaas. Particular mention was made of the fact that the City is attempting to combine two (2) Federal projects for the benefit of both. It was pointed out that the primary problem with the City of Lake Oswego is that we have been pressed by DEQ to extend sewers into the area. A major storm trunk line will have to be constructed adjacent to the proposed sanitary sewer trunk line. The purpose of the storm line is to drain the proposed widening project of Boones Ferry Road. For several reasons, it is necessary to construct both these facilities at the same time.

It was noted that the sanitary trunk facility would be funded by an EPA grant. The storm drain facility will be primarily funded by the FAU project on Boones Ferry Road. It was also noted that the Boones Ferry Road project has been approved for preliminary engineering only and that sometime this fall, in August or September, the Environmental Assessment hearings will be held for that project.

Mr. Ed Hardt indicated that no construction dollars could be released until after that Environmental Assessment hearing. Once that hearing has been held, and the project approved, it would then be possible to split the project so that we could begin construction of the storm drain facility in advance of the actual road work. Thus allowing the City to begin construction on these two needed projects as soon as possible.

Bill Sobvlewski agreed that both projects should be constructed at the same time. Tom Blankenship indicated that the earliest the City of Lake Oswego would receive a grant offer for the Lake View Trunk would be July of 1976, assuming that he receives the plans and specifications this week.

We explored the possibility of an advance authorization from FHA with the City financing the storm drain project in the intrim. This was rejected in that the City did not have adequate funds to do this nor were we willing to accept the risk involved.

It was also noted that no right of way or easements could be acquired until after the Public Hearing had been held for Boones Ferry Road. In our application for the EPA grant, Bill Sobvlewski suggested that we point out our tentative construction schedule. Tom Blankenship indicated that he would like to see the sanitary sewer trunk line funded in fiscal year 1976, even though they would recognize that construction would be delayed until a later date. He felt that there was no particular problem as long as the schedule was reasonable.

Respectfully submitted,

MARLIN J. DE HAAS, P.E.
Director of Public Works

GB/vs
cc: Ed Hardt, Oregon State Hiway Div.
Winston Kurth, Clack. County Public Works
Bill Sobvlewski, EPA
Tom Blankenship, DEQ
WO 390
WO 5152
LID 174

1171 1-21-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-0175(2)

STATE PROJECT NO. SW Madrona - SW J ean Rd.

LAKE O
OREGON

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. M-60

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
ENGR
JAN 23 '76
REFER TO
Quebec

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-21-76	FAU Route 0175	City Street

GENERAL LOCATION:
city of Lake Oswego

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) All phases of preliminary engineering up to location/design approval at a total estimated cost of $38,500 Federal funds $30,100.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-21-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 12-29-75 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-21-76	C R Burghardt	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-21-76

BY (Signature): L. W. Rulien's 12-29-75 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		Location	Work
1-60	M-0175(2)	1.0	42,500	33,150	SW Madrona St. - SW Jean Road (Lake Oswego) Section. Clackamas County State of Oregon.	Preliminary Engineering including PE by railroad and utility forces.

RECEIVED
JAN 23 '76
ENTD

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-21-76	for C K Burglundt G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

OCN
Lake
PRO 6-2 Oswego

December 29, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban System project.

Item No.	Project No.	Section Name & PNRS No.
60	M-0175(2)	S.W. Madrona St.-S.W. Jean Rd. (Lake Oswego) Section #7510-2-590

Encl.

CL:md

cc: D. E. Swan
J. L. Gaither

PRO 6-2

December 29, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0175(2)

We are submitting program data for one project Item No. 60, Project No. M-0175(2), "S.W. Madrona St.-S.W. Jean Rd. (Lake Oswego) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering up to P.S. & E. preparation at an estimated cost of $38,500 with Federal funds of $30,100.

Copies of State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were previously submitted.

Encl.

CL:md

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

December 29, 1975

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): City St.,Lower Boones Ferry Rd. (Lake Oswego)	ADT	PRESENT: 6,200	FUTURE: 13,200	YEAR: 95	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): M-	NUMBER: 0175	
CARD 4	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Clackamas				
	NAME OF URBAN AREA: Portland						ROUTE NO. U	FEDERAL-AID: 0175	STATE: City St.	U.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43-46	53		(54)(58)	(59)(66)	(67)(76)		
5					PE		City St. S.W. Lower Boones Ferry Rd. (Lake Oswego)	1.0	42,500	33,150	4,675	4,675 (Cit
5					ROW							
5					CONST (CODE)		"S.W. Madrona St.-S.W. Jean Rd. (Lake Oswego) Section"					
							PROJECT TOTALS	1.0	42,500	33,150	4,675	4,675 (Cit

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	(16)(23)(24)(33)

REMARKS

Additional data: Item RR
No. RRP-0175(1).

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 29, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St.,Lower Boones Ferry Rd. (Lake Oswego)	ADT	6,200	13,200	95	10	Oregon	41	W36	60

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
Engineering								M-	0175	(2)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Clackamas	005	1 OR X 2
Portland	ROUTE NO. U / FEDERAL-AID 0175 / STATE City St. / U.S. ----		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City St. S.W. Lower Boones Ferry Rd. (Lake Oswego)	1.0	42,500	33,150	4,675	4,675 (City)	Preliminary engineering, all phases incl. P.E. by Utility & RR forces.
ROW								(Future 4-12' lanes H.T. pave 16' median & 5' sidewalk/bikeway each side)
CONST (CODE)		"S.W. Madrona St.-S.W. Jean Rd. (Lake Oswego) Section"						ROW - 90' normal; Access control-none; Parking restrictions-complete.
BY CL		PROJECT TOTALS	1.0	42,500	33,150	4,675	4,675 (City)	

APPROVAL DATES

REMARKS

Additional data: Item RR-17; Project No. RRP-0175(1).

-Over-

ONA ST.-S.W. JEAN RD. (LAKE OSWEGO) SECTION

PROJECT NO. M-0175(2)

foot oil surface roadway with 5-foot gravel shoulders.

t travel lanes, 16-foot median and 10-foot shoulders constructed
oject No. I-5-5(60)290.
curbed roadway with 4 travel lanes and 2-foot median, constructed
oject No. SU-563(1).

er this project consists of preliminary engineering all phases in-
engineering by utility and railroad forces as required for the
necessary to widening the existing facility to provide for 4 travel
avement with a 16-foot left turn median and 5-foot sidewalk/bikeway.

, Water Developments, Historical and Recreational Areas: None involved.

RR-17; Project No. RRP-0175(1) for railroad crossing data.

: Major action project requiring a negative declaration concurred
r 9, 1975.

: State Clearinghouse and District 2 Clearinghouse A-95 review approval
er 26, 1975 and December 8, 1975 respectively.

:

-- Opportunity for a hearing will be offered and held if requested.
-- Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering -- Field Work --	$38,500
P.S. & E. Preparation --	4,000
Total	$42,500

Note: This project is in Congressional District No. 1.

S.W. MADRONA ST.-S.W. JEAN RD. (LAKE OSWEGO) SECTION

PROJECT NO. M-0175(2)

Existing Facility: 24-foot oil surface roadway with 5-foot gravel shoulders.

Adjacent Sections:

S.W. End -- 4-12 foot travel lanes, 16-foot median and 10-foot shoulders constructed under Project No. I-5-5(60)290.
N.E. End -- 50-foot curbed roadway with 4 travel lanes and 2-foot median, constructed under Project No. SU-563(1).

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces as required for the future construction necessary to widening the existing facility to provide for 4 travel lanes of high-type pavement with a 16-foot left turn median and 5-foot sidewalk/bikeway each side.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads: See Item No. RR-17; Project No. RRP-0175(1) for railroad crossing data.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on October 9, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated November 26, 1975 and December 8, 1975 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Opportunity for a hearing will be offered and held if requested.
(b) Location/Design -- Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering -- Field Wo
P.S. & E. Preparati
Tot

Note: This project is in Congressiona

9104

LON
Lake Oswego

December 23, 1975

City of Lake Oswego
City Hall
Lake Oswego, OR 97034

Attention: Helen D. Bush
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5527

Gentlemen:

Attached for your files is a fully executed copy of an agreement to improve the S.W. Madrona Street-S.W. Jean Road (Lake Oswego) Section of S.W. Lower Boones Ferry Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

cc Don Harwell (agreement att.)

9454

CON

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Lake Oswego

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: SW Madrona St. - SW Jean Road

CLACK.

DATE: 11/26/75

The state has reviewed your project and reached the following conclusions:

12-2-75
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
R. E. Etherington, CRAG
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
E. L. Hardt
W. W. Geibel
Aeronautics Div.

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC 2'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7510 2 590

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
10-21-75

PNRS #2

9904

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 21, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Ass'n.
of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, Oregon 97201

FROM George W. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 2
S.W. Madrona St.-S.W. Jean Rd.
Lower Boones Ferry Rd., FAU-0175
Clackamas County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 24, 1975.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. D. Albright
R. E. Etherington, CRAG
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
E. L. Hardt, Reg. Engr.
W. W. Geibel, Dist. Engr. 2a
Aeronautics Div.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Pulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S.W. Madrona St.-S.W. Jean Rd. (Wash. Co. L.-Bryant Rd.) District 2

11 12] PROJECT LOCATION—CITY: Lower Boones Ferry Rd. FAU-0175 | PROJECT LOCATION—COUNTY: Clackamas | PROJECT LOCATION [79: SEC: ---- T: 2S R: 1E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] [71: This project involves preliminary engineering, acquisition of right-of-way,

07 12] [71: grading, paving and incidental work to upgrade the existing two lane facility to four lanes.

08 12] [71: (Refer to attachment for details)

09 12] [71:

10 12] [71:

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
967,200	----	136,400	136,400	----	1,240,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: October 21, 1975

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [XX] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November | 43] DAY [44 45]: 24 | YEAR [46: 1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/21/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

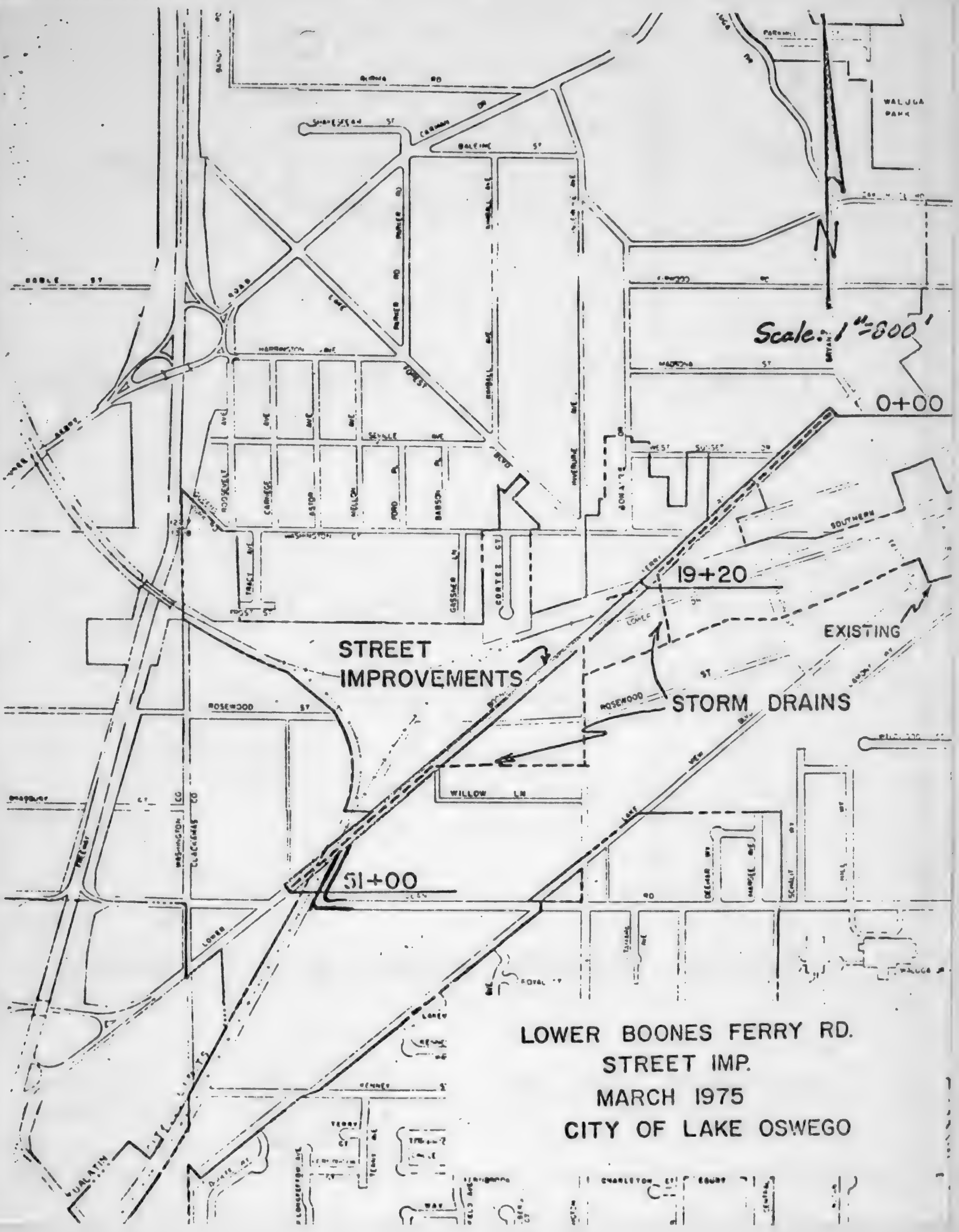
PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 3 project of major environmental impact under Oregon's Action Plan.

The project is proposed by local government in cooperation with CPAC and the State Highway Division.

Right-of-Way will be required and public hearings will be offered.

(Attachment)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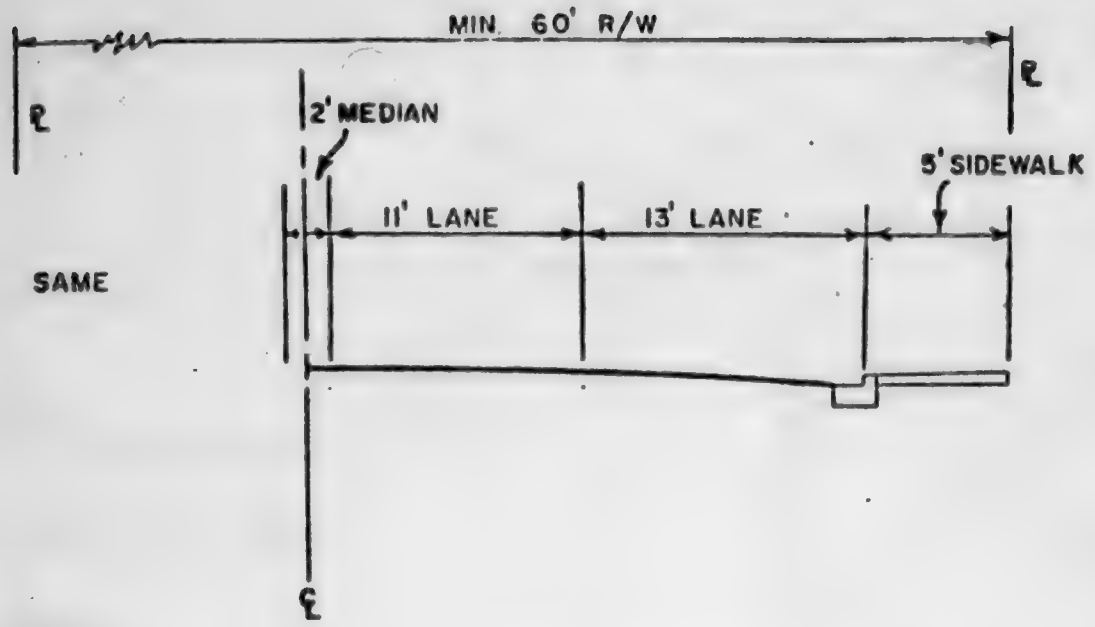
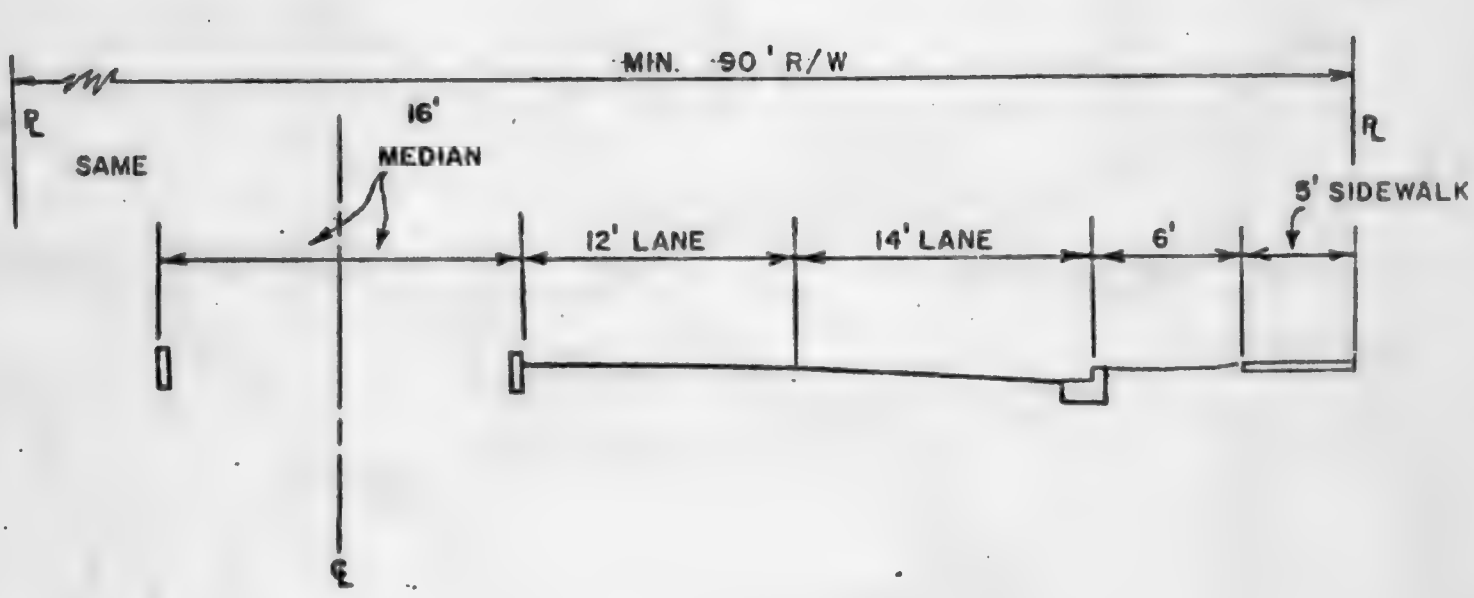
STREET
IMPROVEMENTS
STORM DRAINS
EXISTING
WALUGA
PARK
SOUTHERN
ROSEWOOD ST
WILLOW LN
BOONES FERRY RD
LOWER BOONES FERRY RD.
STREET IMP.
MARCH 1975
CITY OF LAKE OSWEGO



TYPICAL SECTION 0+00 to 19+20, 60' R/W



TYPICAL SECTION 19+20 to 51+00, 90' R/W

LOWER BOONES FERRY RD.
MARCH 1975

WH

CITY OF LAKE OSWEGO
OREGON

DEPARTMENT OF
PUBLIC WORKS
ENGINEERING DIVISION

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 22, 1975

WASH. CO. LINE – BRYANT ROAD PROJECT IDENTIFICATION M – 0175 (–)

Name of Project Boones Ferry Road Improvement (Bryant Road to County Line)
(Section)

Location of Project Boones Ferry Road FAUS 0175
(Highway Name) (Highway No., US - ORE)

Lake Oswego (City) Clackamas (County) _____ (Region)

Program Federal-Aid Urban Sys. $1,240,000
(Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this project is to upgrade an existing substandard street, to increase traffic safety, to improve drainage and to provide better access to the west end of Lake Oswego. (Widening from 2 to 4 lanes.)

Origin and History: The road was originally constructed as a rural county road and was later annexed into the City. The project is on the CRAG T.I.P.

C. DESCRIPTION OF PROJECT

Length 5,100 feet

Termini The project begins at the west end of the improved section of Boones Ferry Road in Lake Grove and runs westerly to the I-5 interchange improvements.

Alignment ☐ New ☒ XX Existing ☐ Combined _____

CATEGORY 3 PROJECT
MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right of way is 8.5 acres. Propose an additional 2.1 acres, mostly vacant.

Typical Section Four lanes with 16-foot median, no parking

Structures None

Characteristics (ADT) The present ADT is 6,000, with a projected ADT of 9,800 in the year 1990. Considerable truck traffic.

Other General Information (or Supplemental information to items) This project is primarily a widening from 2 to 4 lanes and modernization project on an existing, heavily traveled roadway.

NOTE: For a discussion of the two railroad crossings and the relationships of the area sanitary and storm sewer projects, see page 2a.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Since this is an existing road, there are no other location alternatives. Other cross section alternatives could be considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [X] Offering Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Coordination with DEQ and EPA re sewer project

Of particular concern is the storm drainage system necessary to provide the proper drainage for this particular improvement. In this particular project, the necessary storm drain is also very closely related to a proposed sanitary sewer system known as the Lakeview Trunk. Master plans of the City of Lake Oswego call for both of these facilities to be located adjacent to one another, since the drainage basins for each system are the same.

A letter from the Department of Environmental Quality to the City of Lake Oswego dated December 30, 1971, requested the City of Lake Oswego to construct the Lakeview Trunk and the entire collection system for that area because of health hazards. The letter requested that this work be done during the 1972 construction season. Subsequent to the receipt of that letter, the City of Lake Oswego has stopped all construction in the area pending construction of sanitary sewer. The City has applied for a federal grant for the construction of this particular sanitary sewer trunk line and it now appears that funding is available.

From an engineering point of view, it is of extreme importance that the two facilities be constructed at the same time. Much of the required line will be located within easements along rear property lines. As a matter of convenience to the general public, it seems unthinkable to construct a sanitary sewer system one year then one or two years later, come back and construct a parallel storm system since the property would be disrupted twice. It is also important, from an engineering point of view, to construct the two facilities at the same time, thus assuring we will have no major grade conflicts, particularly with sanitary sewer service lines. From a cost standpoint, the total overall cost would be considerably cheaper if both facilities can be constructed under one contract.

Consequently, it is the City's request that the funding and subsequent construction of the storm drain portion of the Lower Boones Ferry Road project be considered prior to the funding and construction of the actual road improvement itself. This will allow the City to proceed with the construction of the Lakeview Trunk sanitary sewer system.

The two railroad crossings in the project section are under separate survey authorizations, but it is likely that they will be constructed under the same contract as the proposed highway improvement. Drop gates and signals are included in those project proposals, which would be funded through the Title II program.

The widening of Lower Boones Ferry Road may necessitate adjustments in the approach of Jean Road at the railroad crossing.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) In general, the area is relatively flat, with the exception of a small rise in the vicinity of Station 17+00. Drainage in the area is poor, causing deterioration of the existing roadway, and causing many problems for the adjacent property owners. There are no major drainage ways and only a limited number of roadside ditches, all of which are incapable of draining the area.

Most of the lower area is open land or brush. There are very few larger trees west of Station 19+20. From Station 0+00 to 19+20, which is higher ground, the adjacent properties have many Douglas Fir trees.

In general, the soil in the area is of poor quality, not suitable for agricultural purposes.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The lower portion of the project, that area west of Station 19+20, is presently zoned for development as an industrial park. Much of the property is undeveloped, or under developed, due to the lack of sanitary sewers in the area. Once sewers are available, which is expected to be in about in two years, there will be a rapid expansion in the industrial park zone. The first portion of the project is developed primarly as residential.

Noise levels within the area appear to be slightly higher than normal residential areas due to the railroad and developed industrial property. Since much of the adjacent property is waiting for development, many existing structures are in a deteriorating condition.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**
From Station 0+00 to Station 19+20, the existing 60-foot right of way will be utilized. The balance of the project will require a minimum of 90 feet of right of way.

Consequences:
The City adopted a special setback to allow for future extra right of way in 1961. Thus, most developed property is set back to allow the extra right of way.

2. **Estimated Changes in Traffic Patterns:**
Directly, the roadway improvement will not significantly change the traffic pattern on this street. However, the facility is planned to carry an additional 3000 VPD eminating from proposed abutting industrial development and may contribute to slight increases or traffic volumes on I-5 and other related facilities.
Consequences:

Noise and air quality may be affected. Further study will have to determine actual significance of impact. However, projected traffic volumes would not appear to make noise and air impacts significant or critical.

3. **Estimated Changes in Land Use:**
Directly, no changes in present zoning and/or planned land use are expected along the roadway. The area abutting Boones Ferry is planned to be an industrial park in the future. The proposal will facilitate the occupances of the above planned development. However, the sanitary and storm sewer improvements will directly enable these developments to occur.
Consequences:

An additional 3000 VPD.

4. **Expected Adverse Effects on Natural Ecological Resources:**

No significant effects anticipated.

Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

None

Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:** Drainage.

7. **Potential for Controversial Issues:** The usual activity involved in acquiring right of way and easements may cause some controversy.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

☐ Significant ☒ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☒ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

On the basis of the development potential of the project area, a negative deelaration is recommended as the type of environmental documentation.

An opportunity for a hearing is recommended on the basis of the Oregon Code.

Form HIWA 121 (Rev. 5-73)

9904

CON

Lake Oswego

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 9, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project M-0175(-)
Washington Co. Line-Bryant Rd.
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. P. Klaboe, Administrator & State Highway Engineer
Attention: Mr. L. W. Eulien

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Eulien's September 29 letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design and other specific details contained in the assessment will be subject to future reviews.

William D. Kuppus
for C. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 1, Craig)
1041DA.1

RECEIVED
STATE HWY ENGR
OCT 13 '75
RE: Eulien
FOR
Info Rec'd Sec Init File

cy Schroeder

-114-

Con
Lake Oswego

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Federal-Aid Urban System Project Requests**

Presented for your consideration at the September 24 Commission meeting will be two requests for approval of Urban System projects.

The City of Lake Oswego is requesting a $1,237,000 project to four-lane a 0.97 mile segment of S. W. Lower Boones Ferry Road.

The City of Portland is requesting a $240,000 preliminary engineering project to prepare construction plans for a grade-separated interchange at Basin Avenue and Going Street.

Federal Urban System funds for these projects are estimated at $1,152,200, with the State providing approximately $162,400 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal-Aid Urban System program. I recommend your approval and request authority to sign project agreements for and on your behalf.

bc G. H. Baldwin
C. W. Head
E. S. Hunter
L. W. Rulien
Jack Graham
Gary Sund

GEZ:scr ja

CITY OF LAKE OSWEGO
Proposed Urban System Project

S. W. Madrona Street-S. W. Jean Road (Lake Oswego) Section
S. W. Lower Boones Ferry Road, FAU 0175
Grading, Paving and Illumination
0.97 mile
$1,237,000

This project entails all the work and costs to widen and improve S. W. Lower Boones Ferry Road to a four-lane curbed section.

Perform all necessary engineering.

Provide sidewalk/bikeway.

Provide project illumination.

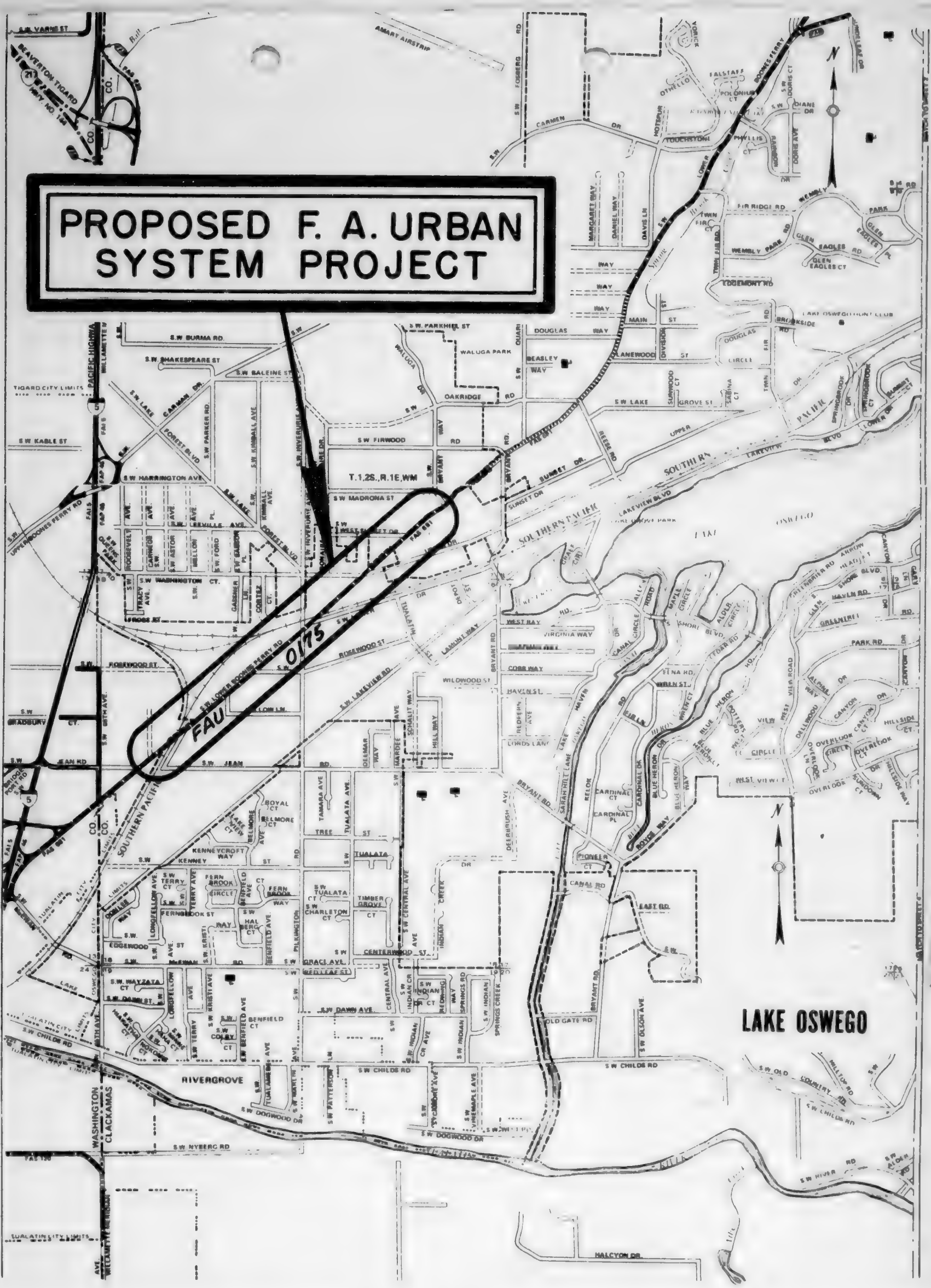
Provide storm drainage.

Acquire necessary right-of-way.

Provide signing and striping.

75-k
9/10/75

PROPOSED F. A. URBAN SYSTEM PROJECT



1985 Port of Entry (Woodburn) 9905
Sec., Pac. Hwy N. Woodburn
(Gr, pv, sign, ill, ldsc & bldg) #02

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 30029

Project WOODBURN TRUCK SCALES SECTION Highway PACIFIC Project No. IR-5-5(78)274

Type of Work PE County MARION

Length-Rdy. ____ Brs. ____ Total 0.6

PEA	Estimate - Date Submitted 11/23/82	Amount 92,000	Government 84,842	State 7158	Co. City - -			
PA	Estimate - Date Submitted 12-9-82	Amount 92,000-	Government 84,842-	State 7,158-	Co. City - -			
Mod PA	Estimate - Date Submitted 8-15-84	Amount 269,000-	Government 231,951-	State 19,569-	Co. City - -			
" "	Estimate - Date Submitted 3-25-85	Amount 277,850	Government 240,112	State 20,258	PUC Co. City 17,480			
" "	Estimate - Date Submitted 5-13-87	Amount 356,325	Government 299 063	State 25232	~~Co. City~~ 32 475			
" "	Estimate - Date Submitted 1-25-89	Amount 262,050	Government 241,661	State 19,262	PUC ~~Co. City~~ 1,127			
Rev PA	3-14-90	202,050	186,329	14,599	DLV 1,127			

Preliminary Engineering Phase I ____ Phase II ____ Rights of Way ____ Construction ____ Other ____

Project Agreement - Amount 84,842- Date 12-10-82 State Contract No. ____ P.P.R. Copy ____

Modified Agreement - Amount 231,951- Date 8-23-84 State Contract No. ____ P.P.R. Copy ____

Modified Agreement - Amount 240,112 Date 4-2-85

Modified Agreement - Amount 299 063 Date 5-28-87

Modified Agreement - Amount 241,661 Date 1-31-89

Modified Agreement - Amount 186,329 Date 3-29-90

Modified Agreement - Amount ____ Date ____

Pro-rata 92.22 Group 1 ____ Group 2 ____ Group 3 ____ Group 8 ____ Group 9 ____

Appn Code 044

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 624- 1943	Prefix 624- 1097	Prefix	Prefix
Final	1-7-91	0.00	184,550.00	1-25-91				
	Total							

FORM 734-3144 (Rev. 11-78)

7795

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building
Salem

(For use of Paying Office)

STATE

Oregon 97310

VOUCHER TYPE (Check Appropriate Block)

VOUCHER PERIOD	FROM			
	12 02 82		CURRENT BILLING	
	TO		OTHER PROGRESS	FEDERAL AID PROJECT NO. IR 5 5(78)274
	09 26 84	X	FINAL VOUCHER (*)	

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
					-0-
297,296.70	200,119.30	92.22	184,550.00	184,550.00	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	1/8/91	Robert E Warker

ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

WOODBURN TRUCK SCALES
PACIFIC HIGHWAY
MARION COUNTY

Type Code PE Preliminary Engineering		
State	All Required	$ 76,068.56
TYPE CODE Y060 UTILTIY ADJUSTMENT		
SFO 1 Bonnville Power Administration	All Requirrd	$124,050.7
TOTAL PARTICIPATING COST		$200,119.30
Non-Participating Project Cost PE	All Required	$ 97,177.40
TOTAL NON-PARTICIPATING COST		$ 97,177.40
TOTAL PROJECT COSTS		$297,296.70

IR 5 5(78)274

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
JAN 26 '90
ASSIGNED TO Husley FOR

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1/10/90	Brian Allen, Highway Engineer Trainee	IR-5-5(89)274

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
7/3/86	May 29, 1989	100 %	400 Calendar Days

LOCATION

Port of Entry (Woodburn)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORT OF ENTRY (WOODBURN)
PACIFIC HIGHWAY (I-5)
Grading, Paving & Buildings

This project provided for the upgrade of a truck scale site to a port-of-entry with a permit office, truck inspection station and weigh-in-motion devices.

The final cost of the original contract bid items was $1,372,808.62, or a 3.5% underrun of the contract bid amount of $1,423,129.65. The final cost of the project, including all changes and construction engineering, was $2,265,495.16. The project cost is significantly over the final cost of the original contract bid items due to additional work including a variable message board and weigh-in-motion equipment. The construction engineering costs were also higher due to specialization of the work.

The contractor overran the assigned contract time to complete the project and was assessed $18,740 in liquidated damages. Subsequently, the contractor requested a time extension and was granted enough additional time to eliminate all liquidated damages. The time extension was granted based on additional work that was not included in the original contract as bid.

A final inspection of the completed work was made on February 10, 1989. All participating work has been completed.

Note:
Estimate No. 20, as presented with the State's request for project acceptance, was not correct. Items 3006C, 3006G, 3006H, and 3008C listed on pg. 14 also appear as items 4006C, 4006G, 4006H and 4008C on pages 16, 17 and 18. Hence, the items are billed twice. Bruce Walton was contacted on January 10, 1990. He confirmed the error stating that the 3000 series code has been discontinued and should not have appeared in the estimate. He asked that the items under this code be deleted and the totals on pages 15, 20, 22 and

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Brian H. Allen		SIGNATURE John T. Bruce	
TITLE Highway Engineer Trainee	DATE 1-19-90	TITLE District Engineer	DATE 1/23/90

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

26 be adjusted to reflect the change. The changes include reducing the "To Complete" amount as shown in the grand totals on the last page of the estimate to zero.

All changes have been made on the Division Office copy of Estimate No. 20.

- BGA -

April 26, 1989

CON 5 - 9905

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

On April 3, 1989, we wrote to you concerning release of final payment on Contract No. 9905 awarded to Ross Bros. Construction, Inc. for work on the Woodburn Port of Entry on the Pacific Highway in Marion County.

Final payment on this contract is $6,621.13 and the total contract amount is $1,571,800.12 including $40,038.91 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

bc: Kenneth E. Husby
Thomas D. Lulay
Bob Pool

9905

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9905

TO: Manager
Commission Services

DATE: March 29, 1989

FROM: Donald E. Forbes
State Highway Engineer Donald E. Forbes

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specificaitons and I hereby accept the following contract as of this date.

Contract 9905, On Site Work Substantially Completed July 3, 1986

All Work Completed February 10, 1989

Project Port of Entry (Woodburn)

Highway Pacific

County Marion

Type of Work Grade, Pave, Sign, Illumination, Buildings & Landscaping

Contractor Ross Bros. Construction, Inc.

BMW:sw

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth
Ted Litchfield

CPC/FM2

SURETY LETTER WRITTEN 4/3/89

RECEIVED
MAR 30 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9905

jc

J

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(89)274

2. STATE PROJECT NO.:

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40193

2A. COUNTY NAME: Marion

6. TO:

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: February 27, 1987

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK

Purchase interface software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/27/87 as requested in Mr. Husby's letter of 12/16/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved for a TEC of $6,856; Federal Funds $6,323.

RECEIVED
STATE HWY ENGR
MAR 14 '89
ASSIGNED TO
C. Gilmore
FOR
INFO | INVES | ROUTE DRAFT DIRECT REPLY | SIGN | ACT | FILE

14. DATE: 3/10/89

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

cyright by Hwy

9905

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 27, 1989

In Reply Refer to File No.:
CON 5
9905

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Kenneth E. Husby
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-5(89)274

Contract 9905 , Work Completed July 3, 1986

Project Port of Entry (Woodburn)

Highway Pacific

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-31-89 ML

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR 10 '89
ASSIGNED TO
FOR

BMW:mk

cc: D. E. Forbes
Kenneth E. Husby
Bob Pool
B. M. Walton

CPC/FL4

NOTED
SHE'S OFFICE

RECEIVED
MAR 01 1989
OREGON DIVISION

AN EQUAL OPPORTUNITY EMPLOYER

734-2023 (6-88)

1905

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

July 26, 1988

In Reply Refer to File No.:
CON 5
9615
9905

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Attn: Jon E. Morris, Trustee

Re: Final Payment Status

CON 13
#9615

Your letter of July 19, 1988, inquired into the status of the final payment on two Highway Division contracts. The status of final payment on these jobs is:

1. Contract No. 9615, S. Tigard Interchange

   Final payment made on June 30, 1988. A post-final payment is in process and should be made about August 5, 1988.

2. Contract No. 9905, Port of Entry (Woodburn)

   This contract has not been finaled. We are awaiting the receipt of the required PR#47 form from the contractor before final payment can be made under this contract.

D. R. ADAMS

RECEIVED
STATE HWY ENGR
JUL 27 '88
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Kenneth E. Husby
Construction Engineer

By

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

bc: Don Adams/attach.
W. G. Anhorn/attach. - Please remind Ross Bros., in writing, that the PR#47 must be submitted. Also, we do not have a final Region Inspection Report from you, nor has the final quality or quantity review been completed by Region and/or the Project Manager. Please take appropriate action.

07252m

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

July 19, 1988

Don Adams, Engineering
OSHD
102 Transportation Bldg
Salem, Ore 97208

Dear Don:

One of your field offices told me that now that Pat has retired that you might be able to help me. Last March I wrote Fran Heavoll about two old jobs that Cascade still had retainage coming as the prime contractors claimed they still were owed funds by the State. Your accounting department responded for Fran and the jobs were open but they didn't know why. The two jobs involved are:

1. Donald M. Drake Co — OSHD # 9615 S. Tigard Interchange
2. Ross Bros Construction — OSHD # 9905 Port of Entry (Woodburn)

Could someone in your office tell me why these jobs have not been finaled. The amounts due Cascade are not large but we went out of business in Dec 1986 yet I still can't collect. If someone could call me at 248-0489 on or after August 1 I would certainly appreciate it. Many thanks for your help.

Best regards,
Cascade Construction Co., Inc
Jon E. Morris
Jon E. Morris, Trustee

CE ..... CAE .....
COE .. OM ....
OE .....
CA .....
CAM .....
EEO .....

RECEIVED
JUL 2 0 1988
CONSTRUCTION SECTION

SPC .... TC ..
SA .. CC ..
FE .. CP ...
PQC .....
QCS .....
FILE .....

Caldwell, Calaveras int/c.

RECEIVED
STATE HWY ENGR
JUL 20 '88
REFER TO
Hillcrest
FOR
Info | Issued | R/D | D/R | Sign | Act | File
X
w/Summary

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

94-5 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(89)274
2. STATE PROJECT NO.:
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 30029
2A. COUNTY NAME: Marion
6. TO:
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310
7. DATE AUTHORIZATION EFFECTIVE: November 19, 1986
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: 1
10. GENERAL LOCATION:
Port-of-Entry (Woodburn)
11. GENERAL DESCRIPTION OF WORK
Construct storage building
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/19/86 as requested in Mr. Fredrickson's letter of 5/20/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 15 is approved for a TEC of $2,328.04; Federal Funds $2,147.

RECEIVED
STATE HWY ENGR
JUN 10 '88
REFER TO Gilmour
FOR
Info | Inves | R/D | D/R | Sign | Act X | File

14. DATE: 6/2/88
15. SIGNATURE OF APPROVING OFFICIAL: J. H. Lauchner
16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1905 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(89)274

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30029

2A. COUNTY NAME
Marion

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
November 19, 1986

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
1

10. GENERAL LOCATION:
Port-of-Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK
Building changes and repair

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS ~~XXXXXXXXXXXXXXXX~~
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/19/86 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12 is approved for a TEC of $1,555; Federal Funds $1,434.

RECEIVED
STATE HWY ENGR
APR 29 '88
REFER TO Gilmour
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

14. DATE 4/27/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

O D O T O F F I C E O F P U B L I C A F F A I R S

TO: Bob Bothman, Don Adams DATE: April 18, 1988

FROM: Ed Schoaps, Office of Public Affairs

RE: Woodburn POE open house

The Woodburn Port of Entry Open House is scheduled for Friday, May 13 from 10 a.m. to noon.

Since the Woodburn POE is the most advanced weigh station in the world, we would like the both of you to attend to represent ODOT and the Highway Division.

Max Klotz and his weighmaster employees will be there to show off their new computer system, and the PUC office is arranging to show off their facility at the port also.

Many businesses with ties to the weigh station have been invited too, including trucking and shipping companies, WIM and AVI manufacturers and the company that designed and installed the computer equipment that ties it all together.

The legislative Interim Transportation Committee will also be invited. I am looking forward to seeing you both there too.

RECEIVED
STATE HWY ENGR
APR 19 '88
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

D. R. ADAMS

9905 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(89)274
2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30029

2A. COUNTY NAME
Marion

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: February 27, 1987

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:
Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK
Purchase and install computer

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/27/87 as requested in Mr. Fredrickson's letter of 3/15/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 and 7 Rev. is approved for a TEC of $132,000; Federal Funds $44,000.

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO Gilmour
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

14. DATE: 4/5/88

15. SIGNATURE OF APPROVING OFFICIAL: [signature]

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9405

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(89)274

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30029

2A. COUNTY NAME
Marion

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
November 19, 1986

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
1

10. GENERAL LOCATION:
Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK
Parking Lot Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/19/86 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 is approved for a TEC of $1,000; Federal Funds $922.

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO Gilmore
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

14. DATE 4/1/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9102

jc

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR- 5-5(89)274
2. STATE PROJECT NO.:
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 30029
2A. COUNTY NAME: Marion
6. TO:
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310
7. DATE AUTHORIZATION EFFECTIVE: November 19, 1986
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: 1
10. GENERAL LOCATION:
Port of Entry (Woodburn)
11. GENERAL DESCRIPTION OF WORK
Install additional filters
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS XXXXXXXXXXXXXXX
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/19/86 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 14 is approved for a TEC of $370; Federal Funds $341.

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO
Wilmous
FOR

Info	Invest	R/D	D/R	Sign	Act	File
				X		

14. DATE: 4/1/88
15. SIGNATURE OF APPROVING OFFICIAL: [signature]
16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9105

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(89)274

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30029

2A. COUNTY NAME
Marion

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
November 19, 1986

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER

10. GENERAL LOCATION:
Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK
Adjust and modify lighting

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/19/86 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 13 is approved for a TEC of $4,050; Federal Funds $3,735.

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO Gilmour
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/1/88		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR -5-5(89)274
2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30029

2A. COUNTY NAME
Marion

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
November 19, 1986

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
1

10. GENERAL LOCATION:
Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK
Construct and install signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN ~~AGREED UNIT PRICE~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/19/86 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved for a TEC of $1,080; Federal Funds $996.

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO Gilmour
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

14. DATE 4/1/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PNT 13-2
lp

STATE OF OREGON
HIGHWAY DIVISION 378-4082

INTEROFFICE MEMO
PLA 9-7

TO: Loyd Henion
Economic Services Manager

DATE: February 5, 1988

FROM: Milan Krukar
Transportation Economist

SUBJECT: Woodburn Southbound Port-of-Entry Automation Experimental Project - Additional Work

The project, as outlined in our specifications and the functional specifications report, is essentially completed. Some minor problems still need to be corrected, i.e., communications with the mainframe.

PUC will also be putting in their Motorola system which will complement the weighmaster system. The two systems will have a back-up switch which will allow either system to be used in case there is some failure. This way no data will be lost.

In hindsight, some changes in the Supervisory System are desired by the Weighmasters, PUC, and Planning. Last Friday, January 24th, the three groups had a meeting with Motorola Computer Systems. Motorola Computer Systems was asked to give us a price to develop a functional specification that will cover the layout and custom software to allow the Motorola System 8000 to do the following:

I. Calibrate the WIM equipment and static scales at the Woodburn site.

This calibration program will generate a report that will provide:

A. Vehicle type
B. WIM weights by axle for each truck
C. Total (gross) WIM weights
D. Static scale weights by axle
E. Total (gross) static scale weight for each truck
F. Standard deviation between WIM gross weights and static scale gross weights for each truck
G. Standard deviation between WIM axle weights and static scale axle weights for each truck axle

The calibration program will monitor the static scales over a period of time and will generate a report or warning that the static scales may need to be calibrated.

The calibration program will monitor the WIM system and update the WIM to allow the WIM to recalibrate automatically.

II. **Make changes to the software already installed at the Woodburn site.**

A. Add a four (4) digit commodity field to the static scale screen and to the data base.

B. Add a six (6) digit commodity remarks field to the data base and static scale screen.

C. Add company number and model year information to the static scale screen.

D. Change the commodity reports to reflect the 50 commodity types to be added.

E. Change the flow of real time information being entered to the static scale screen by moving the fields in the following order:

1. PUC plate number
2. Vehicle type
3. Number of axles
4. Weights
5. Commodity
6. Commodity remarks
7. Warning

F. Add to PUC daily weight report to company number.

G. Change citation form and citation screen to handle fifteen (15) character driver license number field.

H. Add a report to display all temporary numbers with company name, assigned temporary numbers, and issue date.

I. Change vehicle static modification screen to display individual axle weight, gross weight, company number, time of weight, and company name. Allow screen to be printed.

III. **Other changes concerning the Registered Gross Weight.**

A. Compare the gross weight field information that has been declared (registered) to the PUC against the static gross weight of the vehicle being weighed at the time, and display a warning to the static scale screen that the vehicle is exceeding the declared weight.

B. Add a report that shows the percentage of change for each vehicle between the declared gross weight and the static gross weight. Report to be uploaded to the PUC on a daily basis.

IV. Changes to WIM System Data Collection

A. Generate a report that has all the new data that is collected by the AVI, WIM, static scales, 8000 system, and upload it on a daily basis to the host.

B. Provide a cost to develop a functional specification to allow the Motorola systems to replace the WIM system library computer.

We may want to make further changes. It is also possible that some of the desired items may not be feasible with our system. If we do replace the present WIM system library computer, we will need to change Economic Services data communication system to make it compatible.

Funding will come out of the current contract. There are funds still available from the overall project. This software will be used for the other ports-of-entry, and would be a one-time cost.

MK:kaj

cc: Bob Royer
Ken Evert
Max Klotz
Cal Frobig, FHWA
Terry Riddell, PUC
Dave Dowrie, ISB

Plate cancellation 2-30-88.

November 25, 1987

Lake Technologies, Inc.
P.O. Box 1008
Tavares, FL 32778

CON #9905

Attention: Denise L. Duffey
President

This is in response to your letter of November 4 concerning Contract No. 9905 with Ross Bros. Construction, Inc., for the Port of Entry at Woodburn on the Pacific Highway in Marion County. The contract has not been officially completed or accepted by the State.

It is the policy of the State not to withhold payment from the prime contractors. Under Oregon law, you may file a claim against the prime contractor for labor and materials. Attached is a copy of the law outlining the filing procedure. The Secretary of State's address is 143 Capitol Building, Salem, OR 97310. This does not however assure payment. If you do not receive payment after the claim is filed, we suggest you contact the bonding company, Safeco Insurance Company, 4101 SW Kruse Way, Lake Oswego, OR 97034.

If I can answer any questions, my phone number is AC: 503 378-6526. If you should decide to file a claim with the Secretary of State, please send us a copy of your claim for our records.

Fran Neavoll
COMMISSION SERVICES

bk

LAKE
Technologies, Inc.

"A Complete Systems Engineering House"

Electronic Changeable Message
Signs & Computerized Traffic Control Systems

November 4, 1987

CERTIFIED MAIL #P 442 463 541
RETURN RECEIPT REQUESTED

Commission Services
121 Transportation Building
Salem, OR 97310

Attention: Fran Neavoll
Office Manager

Re: Contract No. 9905
Port of Entry (Woodburn)
Pacific Highway- Marion County
LTI Project #8515

Dear Sir/Madam,

Our company furnished the Reflective Disc Matrix Changeable Message Sign System for the above project in 1985 under a purchase order with our representative, Safety Signal Systems, Inc. To date, only partial payment has been received on our invoice #8515-1. The original invoice amount was $30,500.00; to date, $15,500.00 has been received.

The Highway Division has advised us that the prime contractor, Ross Brothers Construction in Salem, Oregon, received payment for these items over a year ago.

We have been providing field support and technical assistance for this sign system since its installation, but will be unable to continue to do so until we receive payment in full for this invoice.

We ask your assistance in obtaining payment for the balance of $15,000.00 before retainage on this contract is released to the prime contractor, Ross Brothers Construction Co. Please let us know if you need any additional information regarding this matter.

Sincerely,

LAKE TECHNOLOGIES, INC.

Denise L. Duffey

Denise L. Duffey
President

cc: Ross Brothers Construction Co. - Terry Geisinger
Highway Division - Lee Franklin
Safety Signal Systems - Bruce Culver

RECEIVED
NOV 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

28248 County Road 561 • Post Office Box 1008 • Tavares, Florida 32778 • Telephone (904) 343-3200

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: November 4, 1987

FROM: Connie Tangen
Office Manager

SUBJECT: Port of Entry
Contract 9905
Variable Message Signs, P.A. #9
Supplied by Lake Technology, Florida

Lake Technology called this A.M. with questions regarding payment to Ross Brothers on the above mentioned price agreement. They had been informed by Ross that payment had not been made to them by the State. Therefore, Ross Brothers was not able to pay their supplier. Ross owes Lake around $15,000.

According to our records, Price Agreement No. 9 was completed and 100% paid for on Estimate No. 15 which was submitted in July of 1986. Retainage is still being held on this project.

I gave the above information to Lake Technology and advised them to send a letter with all the pertinent information to Commission Services with a copy to this office. Lake Technology has been extremely cooperative with the Weighmaster's at Woodburn Port of Entry in responding to any complaints or questions regarding the Variable Message system even though they have not been paid by the Contractor the full amount owed.

cc: Commission Services

RECEIVED
NOV 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9905

October 28, 1987

CON 5 - 9633
9905
9762
9867
9541
9875
10,001
10,048

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid. As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

Washington State
Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentsen
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY OF STATE

BARBARA ROBERTS
SECRETARY OF STATE

PUBLIC RECORDS DIVISION
JANET M. SULLIVAN
DIRECTOR

143 STATE CAPITOL
SALEM, OREGON 97310-0722

ADMINISTRATIVE RULES — (503) 378-4339
NOTARY PUBLIC — (503) 378-4724
PUBLIC RECORDS — (503) 378-2971
UNIFORM COMMERCIAL CODE — (503) 378-4146

October 19, 1987

Washington State Dept. of Trans.
Transportation Bldg.
Olympia, WA 98504

Dear Glenn Hambrick:

Per our phone conversation today I am sending you print-outs of the Notice of Claims we have on file against Ross Bros. Construction, Inc. for the years 1986 and 1987.

If you have any questions or need additional information, please feel free to contact me.

Sincerely,

Robin L. Zelmer
Public Records Officer

Encl.

OCT 2 1 198

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 — Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 — Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 — Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

ATEGORY NOTICE OF CLAIM - PAID
MOUNT $41,413
Y Coral Sales Co.
GAINST Ross Bros. Construction, Inc.
URETY Safeco Ins. Co. of Amer.
ILED February 20, 1986
ILENUM CL 1986-0082
EMARKS Job: Hwy. Div. Contract No. 10001, Power Line Rd.--Bridge Rd. sec., Mc Hwy., Umatilla Co.

DOCUMENT= 7 OF 33

ATEGORY NOTICE OF CLAIM
MOUNT $22,414.94 plus interest
Y J. C. Drilling & Contracting Co.
GAINST Ross Bros. Construction Co.
URETY Safeco Ins. Co. of America
ILED March 13, 1986
ILENUM CL 1986-0113
EMARKS Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg Willamina-Salem Hwy., Polk & Marion Co.'s.

DOCUMENT= 8 OF 33

ATEGORY NOTICE OF CLAIM
MOUNT $21,066.40
Y Mocon Corp.
GAINST Ross Brothers Construction, Inc.
URETY Safeco Ins. Co.
ILED February 14, 1986
ILENUM CL 1986-0076
EMARKS Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid road in Umatilla Co.

DOCUMENT= 9 OF 33

ATEGORY NOTICE OF CLAIM - PAID
MOUNT $15,684
Y Northwest Pipe & Casing
GAINST Ross Bros. Construciton, Inc.
URETY Safeco Ins. Co. of America
ILED February 20, 1986
ILENUM CL 1986-0081
EMARKS Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc Hwy., Umatilla Co.

DOCUMENT= 10 OF 33

ATEGORY NOTICE OF CLAIM
MOUNT $582
Y Platt, Ron Mfg., Inc.
GAINST Ross Bros. Construction, Inc.
URETY Safeco Ins. Co. of Amer.
ILED February 12, 1986
ILENUM CL 1986-0071
EMARKS Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif Hwy., Marion Co.

DOCUMENT= 11 OF 33

ATEGORY NOTICE OF CLAIM
MOUNT $3,078.44
Y Associated Sand & Gravel Co., Inc.
GAINST Ross Bros. Construction, Inc.
URETY Safeco Ins. Co. of Amer.
ILED April 25, 1986

FILENUM CL 1986-0167
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.

SEARCH - QUICK
00005 ROSS.AGAINST. AND NOTICE AND 1986

DOCUMENT= 1 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $20,445.05 including all credits
BY B & B Concrete
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED January 27, 1986
FILENUM CL 1986-0039
REMARKS Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge, Ferry-Ontario Hwy.

DOCUMENT= 2 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT See Remarks *
BY Jo Von Concrete Pumping
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED January 27, 1986
FILENUM CL 1986-0045
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge & U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co $4,793.50.

* $6,175.25 Contract 9875
* $4,793.50 Contract 10,001
$331.53 late charge for both cont

DOCUMENT= 3 OF 33
CATEGORY NOTICE OF CLAIM - PAID
AMOUNT $7,570.36
BY AGC-Operating Engineers Local 701 Trust Funds
AGAINST Ross Bros. Construction Co., Inc.
SURETY Safeco Ins. of Amer.
FILED January 6, 1986
FILENUM CL 1986-0009.
REMARKS Job. Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa Hwy., Umatilla Co.

DOCUMENT= 4 OF 33
CATEGORY NOTICE OF CLAIM - PAID
AMOUNT $7,868
BY AGC-Operating Engineers Local 701 Trust Funds
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED February 10, 1986
FILENUM CL 1986-0065
REMARKS Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc Hwy., Umatilla Co.

DOCUMENT= 5 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $3,292
BY Barrier West
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco
FILED March 21, 1986
FILENUM CL 1986-0125
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge & U'Xing sec., Oregon-Washington Hwy., Umatilla Co.

DOCUMENT= 6 OF 33

AMOUNT $30,400
BY Dywidag Systems International, USA, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED. May 19, 1986
FILENUM CL 1986-0193
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., McNary Hwy., Umatilla Co.
DOCUMENT= 18 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $14,514.25
BY Pendleton Ready Mix Co.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED May 20, 1986

CL 1986-0208
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
DOCUMENT= 19 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $1,304.20
BY Riedel International, Inc. dba Western Pacific Construction Materials Co.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED May 19, 1986
FILENUM CL 1986-0196
REMARKS Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec., Pacific Hwy., Multnomah Co.
DOCUMENT= 20 OF 33
CATEGORY NOTICE OF CLAIM - PAID
AMOUNT $2,137.88
BY Hogan Mfg., Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED June 30, 1986
FILENUM CL 1986-0238
REMARKS Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec. Pacific Hwy., Multnomah Co.
Satisfied: September 17, 1986.
DOCUMENT= 21 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $270
BY Lunceford, Murry
AGAINST Ross Bros. Construction Co.
SURETY Safeco Ins. Co.
FILED July 17, 1986
FILENUM CL 1986-0252
REMARKS Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv Multnomah Co.
DOCUMENT= 22 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $1,607.08
BY Umatilla Ready-Mix, Inc.
AGAINST Ross Bros. Construction, Inc.

SURETY Safeco Ins. Co. of America
FILED June 30, 1986
FILENUM CL 1986-0241
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M Hwy., Umatilla Co.

DOCUMENT- 23 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $16,773.96
BY Umatilla Ready-Mix, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED August 11, 1986
FILENUM CL 1986-0268
REMARKS Job: Hwy. Div. Contract No. [illegible]
Amended: $3,507.63 pd. on account, filed September 10, 1986.
Amended: $7,000 pd. on account, filed October 9, 1986.

CATEGORY NOTICE OF CLAIM-PAID
AMOUNT $27,703.50
BY United Steel Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED June 3, 1986
FILENUM CL 1986-0225
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M Hwy., Umatilla Co.

DOCUMENT- 25 OF 33

CATEGORY NOTICE OF CLAIM-PAID
AMOUNT $4,633
BY Westland Irrigation Dist.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED June 3, 1986
FILENUM CL 1986-0226
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M Hwy., Umatilla Co.

DOCUMENT- 26 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $5,640
BY Hardt, Edwin L.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED October 9, 1986
FILENUM CL 1986-0304
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge & UPRR O'Xing sec., Oregon-Washington Hwy., Umatilla Co.

DOCUMENT- 27 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $2,249.90
BY Progress Quarries, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED August 22, 1986
FILENUM CL 1986-0272
REMARKS Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.

sec., Pacific Hwy., Multnomah Co.

DOCUMENT= 28 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $1,214.98
BY B & M Construction Equipment Co.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED November 17, 1986
FILENUM CL 1986-0335
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge, Pendleton.

DOCUMENT= 29 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $2,057.12
BY Ross Machine & Iron Works, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED November 13, 1986
FILENUM CL 1986-0332
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M Hwy., Umatilla Co.

DOCUMENT= 30 OF 33

CATEGORY NOTICE OF CLAIM-PA10
AMOUNT $41,523.70
BY A-1 Sandblasting & Steam Cleaning Co.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED October 30, 1986
FILENUM CL 1986-0318
REMARKS Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg sec., Willamina-Salem Hwy., Polk & Marion Co.'s.

DOCUMENT= 31 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $51,278.14
BY Pendleton Ready Mix Co.
AGAINST Ross Bros. Construction
SURETY Safeco Ins. Co. of Amer.
FILED December 9, 1986
FILENUM CL 1986-0347
REMARKS Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin Project.
Amended: December 18, 1986, in amt. of $5,238.50.

DOCUMENT= 32 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $1,948
BY Tri-State Concrete Pumping
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED December 29, 1986
FILENUM CL 1986-0362
REMARKS Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP U'Xing sec., Oregon-Washington Hwy., Umatilla Co.

DOCUMENT= 33 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $17,550.63
BY Wildhorse Contracting
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED October 28, 1986
FILENUM CL 1986-0316
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M Hwy., Umatilla Co.

R0601 * END OF DOCUMENTS IN LIST ENTER RETURN OR ANOTHER COMMAND.

SEARCH - QUERY
00003 ROSS.AGAINST. AND NOT [illegible] AND 1987

DOCUMENT- 1 OF 6

CATEGORY NOTICE OF CLAIM - PAID
AMOUNT $4,668.71
BY AGC - Operating Engineers Local 701 Trust Funds
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED January 28, 1987
FILENUM CL 1987-0021
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-Washington Hwy., Umatilla Co.

DOCUMENT- 2 OF 6

CATEGORY NOTICE OF CLAIM - PAID
AMOUNT $6,044.78
BY AGC - Operating Engineers Local 701 Trust Funds
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED February 4, 1987
FILENUM CL 1987-0030
REMARKS Job: Hwy. Div. Contract No. 10001, Powerline Rd., Bridge Rd. sec. of McNary Hwy., Umatilla Co.

DOCUMENT- 3 OF 6

CATEGORY NOTICE OF CLAIM
AMOUNT $14,500.75 plus interest
BY Hutchinson, Ray dba Columbia Western Co.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED January 13, 1987
FILENUM CL 1987-0010
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., McNary Hwy., Umatilla Co.

DOCUMENT- 4 OF 6

CATEGORY NOTICE OF CLAIM
AMOUNT $201,173.01
BY Wildhorse Contracting, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED March 4, 1987
FILENUM CL 1987-0046
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge & UPPR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.

DOCUMENT- 5 OF 6

CATEGORY NOTICE OF CLAIM
AMOUNT $2,436.48
BY Progress Quarries, Inc.
AGAINST Ross Brothers Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED May 18, 1987
FILENUM CL 1987-0070
REMARKS Job: Contract No. 10048, work of supplying rock & delivering it to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy., Multnomah Co.

DOCUMENT= 12 OF 33

CATEGORY NOTICE OF CLAIM- PAID
AMOUNT $14,395.62
BY Cascade Construction Co., Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED April 25, 1986
FILENUM CL 1986-0169
REMARKS Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec., Pacific Hwy., Marion Co.

DOCUMENT= 13 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $1,668.72
BY Coral Sales Co.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED May 20, 1986
FILENUM CL 1986-0205
REMARKS Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec., Coos Bay-Roseburg Hwy., Douglas Co.

DOCUMENT= 14 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $2,879.09
BY Rowell & Wickersham Contractors, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED May 30, 1986
FILENUM CL 1986-0220
REMARKS Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-Dayton Hwy., Yamhill Co.

DOCUMENT= 15 OF 33

CATEGORY NOTICE OF CLAIM
AMOUNT $5,089.55
BY Star Rentals & Sales
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of Amer.
FILED May 30, 1986
FILENUM CL 1986-0221
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge & UPRR U'Xing sec., Oregon Washington Hwy., Umatilla Co.
Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., McNary Hwy., Umatilla Co.

DOCUMENT= 16 OF 33

CATEGORY NOTICE OF CLAIM- NOT FOUND in Comm. files
AMOUNT $21,428.21
BY Davis, Henry G. dba Treasure Valley Rebar
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED April 14, 1986
FILENUM CL 1986-0149
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).

DOCUMENT= 17 OF 33

CATEGORY NOTICE OF CLAIM

DOCUMENT= 6 OF 6

CATEGORY NOTICE OF CLAIM
AMOUNT $4,287.21
BY Continental Telephone Co. of the NW
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co.
FILED August 3, 1987

CL 1987-0084
REMARKS Job: Contract No. 9762, Construction of the Palmer Creek Bridge.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.

1905

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 9-15	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 4		

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State	Oregon
County	Marion
Project Number	IR-5-5(89)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on BNovember 16 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,856,338.34	$ 1,950,861.00
Federal funds	$ 1,711,913.93	$ 1,799,082.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2 ND day of SEP , 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph R. Knight for

Manager, Program Section
(Title)

By XX For: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon August 28, 1987

Federal-Aid Project No. I-5-5(89)274

Port of Entry (Woodburn) Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Truck Scales (Sta. 1032+64 to Sta. 1085+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete Mixture	Ton	$ 17.85	4,956	$ 88,464.60	5,063	$ 90,374.55
Seeding, Fertilizing & Mulching	Acre	1,000.00	2	2,000.00	2.80	2,800.00
Change Sewage Disp. (PA #5A)	Lump Sum	892.00	---	---	85%	758.20
Remove Chemical Tank (PA #5B)	Lump Sum	300.00	---	---	85%	255.00
Cement Treated Subgrade (PA #6G)	Sq. Yd.	1.19	---	---	17,144	20,401.36
Trench Exc. (PA #8A)	Cu. Yd.	20.00	---	---	32	640.00
Crushed Drain Material (PA #8B)	Cu. Yd.	13.50	---	---	41	553.50
Geotextile Fabric in Drain (PA #8D)	Sq. Yd.	1.30	---	---	601	781.30
Pole Base (Adj. #2A)	Each	704.50	---	---	1	704.50
Cement Adjust-ment (Adj. #3A)	Cu. Yd.	3.32	---	---	267	886.44

Purchase & Install Weight-in-Motion System (SFO #3)	---	---	---	170,000.00	---	195,000.00
Purchase Interface Software (SFO #8)	---	---	---	---	---	6,856.00
Purchase Software for Weight-in-Motion (SFO #9)	---	---	---	---	---	5,750.25
Lease Antenna Reader (SFO #62)	---	---	---	---	---	6,150.00
Installation Charges (SFO #64)	Lump Sum	---	---	---	---	2,000.00
				$260,464.60		$333,911.10

Increase	$ 73,446.50
Subtotal from Estimate of April 15, 1986	1,432,494.60
Subtotal	$1,505,941.10
Engineering	207,640.90
Engineering to Monitor Weight-in-Motion	18,250.00
Total	$1,731,832.00

Type Code Y030
Illumination

Reactivate Neon Sign (FA #3)	---	---	---	---	---	$ 6,571.18
Modify Elect. Circuit Op Bldg. (FA #4)	---	---	---	---	---	536.72
Conduits for Motion Controller (FA #5)	---	---	---	---	---	726.75
Move Cable & Cabinet (SFO #2)	---	---	---	---	---	550.00
				---		$ 8,384.65

Increase	$ 8,384.65
Subtotal from Estimate of April 15, 1986	179,032.64
Subtotal	$ 187,417.29
Engineering	19,108.71
Engineering to Monitor Woodburn S.B. POE Automation	9,003.00
Total	$ 215,529.00

Length of Project ---------- 0.0 mi.

Retain in Reserve

Pacific Northwest Bell All Required $ 3,500.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Y222	044	$1,731,832.00	$1,597,095.00	$134,737.00
Y030	044	215,529.00	198,760.00	16,769.00
Subtotal		$1,947,361.00	$1,795,855.00	$151,506.00
Reserve		3,500.00	3,227.00	273.00
Total		$1,950,861.00	$1,799,082.00	$151,779.00

Group 11 = 82%; Group 20 = 18%
Contract No. 9905
Prefix: 624-1943
Prefix: C09905

RLC:me

PORTION CHARGEABLE TO P.U.C.

Mobilization	Lump Sum	14%	Lump Sum	$ 14,000.00
Embankment in Place	Cu. Yd.	1,372	3.80	5,123.60
Trench Excavation	Cu. Yd.	11	8.00	88.00
Watering	M-Gal.	10	8.00	80.00
Treated Base Mixture	Ton	3,600	10.00	36,000.00
Cement in Treated Base Mixture	Ton	198	73.50	14,553.00
Class "C" Asphalt Concrete Mixture	Ton	890	17.85	15,886.50
Asphalt Cement in Mixture	Ton	53	166.00	8,798.00
Hydrated Lime in Mixture	Ton	9	1.00	9.00
12-inch Culvert Pipe	Lin. Ft.	82	12.00	984.00
Concrete Inlets, Type G-2	Each	2	450.00	900.00
Concrete Walks	Sq. Yd.	75	12.00	900.00
Drainage Curbs	Lin. Ft.	70	2.00	140.00
Type "AA" Signs in Place	Sq. Ft.	50	18.75	937.50
Pole Foundations	Lump Sum	25%	Lump Sum	2,113.50
Roadway Lighting Poles and Arms	Lump Sum	25%	Lump Sum	3,363.50
Luminaires, Lamps and Ballasts	Lump Sum	25%	Lump Sum	1,931.50
Switching, Conduit, Wiring, Etc.	Lump Sum	25%	Lump Sum	9,841.25
Operations Building	Lump Sum	64%	Lump Sum	121,600.00
1,500 Gallon Septic Tank	Each	1	3,200.00	3,200.00
Pump Station Equipment	Lump Sum	50%	Lump Sum	4,250.00
3-inch Plastic Pressure Sewer Pipe	Lin. Ft.	234	4.00	936.00
4-inch Gravity Sewer Pipe	Lin. Ft.	190	4.50	855.00
			Subtotal	$ 246,580.35
			Engineering	30,821.65
			Total	$ 277,402.00

NONPARTICIPATING STATE WORK

D.E.Q. Sewer Permit	All Required	$ 500.00
Building Permits & Plan Reviews	All Required	2,500.00
Woodburn S.B. Port of Entry Automation 66-2/3%	All Required	120,040.00
		$ 123,040.00

9905

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved: OMB No. 2125-0529 Exp. Date 8/31/85
MONTHLY TRANSACTION NUMBER 4-137	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-22-86	State: OREGON
PROJECT REPORT NUMBER		County: MARION
MODIFICATION NUMBER 3		Project Number: IR-5-5(89)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on 11-16 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,782,882.00	$ 1,856,338.54
Federal funds	$ 1,644,172.00	$ 1,711,913.93
Other revisions		

This modification is made for the following reasons: To include increase in construction and construction engineering costs to cover experimental feature.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22ST day of APR , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A (Rev. 7-83) Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 15, 1986

Federal-Aid Project No. I-5-5(89)274

Port of Entry (Woodburn) Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Truck Scales (Sta. 1032+64 to Sta. 1085+00)

Subtotal from Estimate of January 15, 1986		$1,432,494.60
	Engineering	196,623.40
	Engineering to Monitor Weight-In-Motion	18,250.00
	Total	$1,647,368.00

Type Code Y031
Illumination

Subtotal of Bid Items From Estimate of January 15, 1986		$ 114,795.97

ANTICIPATED ITEMS

Woodburn Southbound Port of Entry Automation 33-1/3% (Experimental Feature)($198,710 - $6,000)/3 = $64,236.67	All Required	$ 64,236.67
	Subtotal	$ 179,032.64
	Engineering	17,434.90
Engineering to Monitor Woodburn S.B. POE Automation		9,003.00
	Total	$ 205,470.54

Length of Project ---------- 0.0 mile

RETAIN IN RESERVE

Pacific Northwest Bell	All Required	$ 3,500.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Y222	044	$1,647,368.00	$1,519,202.00	$128,166.00
Y030	044	205,470.54	189,484.93	15,985.61
SUBTOTAL		$1,852,838.54	$1,708,686.93	$144,151.61
Reserve		3,500.00	3,227.00	273.00
TOTAL		$1,856,338.54	$1,711,913.93	$144,424.61

Group 11: 82%; Group 20: 18%
Contract No. 9905
Prefix: 624-1943
Prefix: C09905

LGB:me pf

PORTION CHARGEABLE TO P.U.C.

Mobilizaiton	Lump Sum	~~All~~ 14%	Lump Sum	$ 14,000.00
Embankment in Place	Cu. Yd.	1,372	3.80	5,123.60
Trench Excavation	Cu. Yd.	11	8.00	88.00
Watering	M-Gal.	10	8.00	80.00
Treated Base Mixture	Ton	3,600	10.00	36,000.00
Cement in Treated Base Mixture	Ton	198	73.50	14,553.00
Class "C" Asphalt Concrete Mixture	Ton	890	17.85	15,886.50
Asphalt Cement in Mixture	Ton	53	166.00	8,798.00
Hydrated Lime in Mixture	Ton	9	1.00	9.00
12-inch Culvert Pipe	Lin. Ft.	82	12.00	984.00
Concrete Inlets, Type G-2	Each	2	450.00	900.00
Concrete Walks	Sq. Yd.	75	12.00	900.00
Drainage Curbs	Lin. FDt.	70	2.00	140.00
Type "AA" Signs in Place	Sq. Ft.	50	18.75	937.50
Pole Foundations	Lump Sum	25%	Lump Sum	2,113.50
Roadway Lighting Poles and Arms	Lump Sum	25%	Lump Sum	3,363.50
Luminaires, Lamps and Ballasts	Lump Sum	25%	Lump Sum	1,931.50
Switching, Conduit, Wiring, Etc.	Lump Sum	25%	Lump Sum	9,841.25
Operations Building	Lump Sum	64%	Lump Sum	121,600.00
1,5000 Gallon Septic Tanks	Each	1	3,200.00	3,200.00
Pump Station Equipment	Lump Sum	50%	Lump Sum	4,250.00
3-inch Plastic Pressure Sewer Pipe	Lin. Ft.	234	4.00	936.00
4-inch Gravity Sewer Pipe	Lin. Ft.	190	4.50	855.00
			Subtotal	$ 246,580.35
			Engineering	30,821.65
			Total	$ 277,402.00

NONPARTICIPATING STATE WORK

D.E.Q. Sewer Permit	All Required	$ 500.00
Building Permits & Plan Reviews	All Required	2,500.00
Woodburn S.B. Port of Entry Automation 66-2/3%	All Required	120,040.00
		$ 123,040.00

PORTION CHARGEABLE TO P.U.C.

Mobilizaiton	Lump Sum	~~All~~ 14%	Lump Sum	$ 14,000.00
Embankment in Place	Cu. Yd.	1,372	3.80	5,123.60
Trench Excavation	Cu. Yd.	11	8.00	88.00
Watering	M-Gal.	10	8.00	80.00
Treated Base Mixture	Ton	3,600	10.00	36,000.00
Cement in Treated Base Mixture	Ton	198	73.50	14,553.00
Class "C" Asphalt Concrete Mixture	Ton	890	17.85	15,886.50
Asphalt Cement in Mixture	Ton	53	166.00	8,798.00
Hydrated Lime in Mixture	Ton	9	1.00	9.00
12-inch Culvert Pipe	Lin. Ft.	82	12.00	984.00
Concrete Inlets, Type G-2	Each	2	450.00	900.00
Concrete Walks	Sq. Yd.	75	12.00	900.00
Drainage Curbs	Lin. FDt.	70	2.00	140.00
Type "AA" Signs in Place	Sq. Ft.	50	18.75	937.50
Pole Foundations	Lump Sum	25%	Lump Sum	2,113.50
Roadway Lighting Poles and Arms	Lump Sum	25%	Lump Sum	3,363.50
Luminaires, Lamps and Ballasts	Lump Sum	25%	Lump Sum	1,931.50
Switching, Conduit, Wiring, Etc.	Lump Sum	25%	Lump Sum	9,841.25
Operations Building	Lump Sum	64%	Lump Sum	121,600.00
1,5000 Gallon Septic Tanks	Each	1	3,200.00	3,200.00
Pump Station Equipment	Lump Sum	50%	Lump Sum	4,250.00
3-inch Plastic Pressure Sewer Pipe	Lin. Ft.	234	4.00	936.00
4-inch Gravity Sewer Pipe	Lin. Ft.	190	4.50	855.00
			Subtotal	$ 246,580.35
			Engineering	30,821.65
			Total	$ 277,402.00

NONPARTICIPATING STATE WORK

D.E.Q. Sewer Permit	All Required	$ 500.00
Building Permits & Plan Reviews	All Required	2,500.00
Woodburn S.B. Port of Entry Automation 66-2/3%	All Required	120,040.00
		$ 123,040.00

9705

STATE COPY

Form Approved OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 1-106	U.S. Department of Transportation **Federal Highway Administration**	State: OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: MARION
MODIFICATION NUMBER 2	1-27-86	Project Number: IR-5-5(89)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,523,429	$ 1,782,882
Federal funds	$ 1,404,905	$ 1,644,172
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 15, 1986

FEDERAL AID PROJECT NO. I-5-5(89)274

PORT OF ENTRY (WOODBURN) SECTION
PACIFIC HIGHWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y022
TRUCK SCALES (Sta. 1032+64 to Sta. 1085+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cold Plane Pavement Removal	$ 4.35	900	$ 3,915.00	1,340	$ 5,829.00
Class C Asphalt Concrete Mixture	17.85	4,710	84,073.50	4,956	88,464.60
Drilling 6-inch well 100-200 feet Deep	14.50	50	725.00	142	2,059.00
Feeder Circuit (P.A. #1A)	--	--	--	100%	1,556.00
Well Screen (P.A. #4A)	15.95	--	--	85%	1,355.75
Various Bldg. Changes (PA #5C)	32.42	--	--	85%	2,755.70
Mobilization (P.A. #6A)	59.50	--	--	100%	5,950.00
Stone Embankment (P.A. #6C)	10.04	--	--	2,282.8	22,919.31
Anchor Trench (P.A. #6D)	12.00	--	--	193	2,316.00
Cement in Treated Subgrade (PA #6H)	95.75	--	--	292	27,959.00
Geotextile Fabric (P.A. #6I)	1.80	--	--	20,000	36,000.00
Plywood Overlay (P.A. #7A)	1,910.00	--	--	85%	1,623.50
3-inch Drain Pipe (PA #8B)	3.00	--	--	1,084.0	3,252.00
Variable Message Sign (PA #9A)	68,743.00	--	--	85%	58,431.55
Asphalt Escalation Sept. (Adj. #1A)	2,754.70	--	--	85%	2,341.51

PORTION CHARGEABLE TO P.U.C.

Mobilizaiton	Lump Sum	14%	Lump Sum	$	14,000.00
Embankment In Place	Cu. Yd.	1,372	3.80		5,213.60
Trench Excavation	Cu. Yd.	11	8.00		88.00
Watering	M-Gal.	10	8.00		80.00
Treated Base Mixture	Ton	3,600	10.00		36,000.00
Cement In Treated Base Mixture	Ton	198	73.50		14,553.00
Class "C" Asphalt Concrete Mixture	Ton	890	17.85		15,886.50
Asphalt Cement In Mixture	Ton	53	166.00		8,798.00
Hydrated Lime In Mixture	Ton	9	1.00		9.00
12-inch Culvert Pipe	Lin. Ft.	82	12.00		984.00
Concrete Inlets, Type G-2	Each	2	450.00		900.00
Concrete Walks	Sq. Yd.	75	12.00		900.00
Drainage Curbs	Lin. Ft.	70	2.00		140.00
Type "AA" Signs In Place	Sq. Ft.	50	18.75		937.50
Pole Foundations	Lump Sum	25%	Lump Sum		2,113.50
Roadway Lighting Poles and Arms	Lump Sum	25%	Lump Sum		3,363.50
Luminaires, Lamps and Ballasts	Lump Sum	25%	Lump Sum		1,931.50
Switching, Conduit, Wiring, Etc.	Lump Sum	25%	Lump Sum		9,841.25
Operations Building	Lump Sum	64%	Lump Sum		121,600.00
1,500 Gallon Septic Tanks	Each	1	3,200.00		3,200.00
Pump Station Equipment	Lump Sum	50%	Lump Sum		4,250.00
3-inch Plastic Pressure Sewer Pipe	Lin. Ft.	234	4.00		936.00
4-inch Gravity Sewer Pipe	Lin. Ft.	190	4.50		855.00
			Subtotal	$	246,580.35
			Engineering		30,821.65
			Total	$	277,402.00

NONPARTICIPATING STATE WORK

D.E.Q. Sewer Permit	All Required	$	500.00
Building Permits & Plan Reviews	All Required		2,500.00
	Total	$	3,000.00

WH:me

EEO/Labor Compl. Monitor	--	--	--	--	6,653.13
SUBTOTAL				$88,713.50	$269,466.05

Increase	$ 180,752.55
SUBTOTAL from Estimate of February 11, 1985	1,251,742.05
Subtotal	$ 1,432,494.60
Engineering	196,623.40
Engineering to Monitor Weight-in-Motion	18,250.00
Total	$ 1,647,368.00

TYPE CODE Y031
ILLUMINATION

Illuination Work (FA #1)	$ 1,875.00
Misc. Plumbing Elec. & Str. Changes (FA #2)	6,045.97
	$ 8,920.97

Increase	$ 8,920.97
SUBTOTAL from Estimate of November 14, 1984	105,875.00
Subtotal	$ 114,795.97
Engineering	17,219.03
Total	$ 132,014.00

Length of Project ---------- 0.0 mile

RETAIN IN RESERVE

Pacific Northwest Bell	All Required	$ 3,500.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Y222	$1,647,368.00	$1,519,202.00	$128,166.00
Y030	132,014.00	121,743.00	10,271.00
SUBTOTAL	$1,779,382.00	$1,640,945.00	$138,437.00
Reserve	3,500.00	3,227.00	273.00
TOTAL	$1,782,882.00	$1,644,172.00	$138,710.00

Group 1: 85%; Group 2: 15%
Contract No. 9905
Prefix: 624-1943
Prefix: C09905

Appn Code: 044

RLC:pf

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 3-9	U.S. Department of Transportation, Federal Highway Administration	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State: Oregon
MODIFICATION NUMBER: 1		County: Marion
		Project Number: IR-5-5(89)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,332,179	$ 1,523,429
Federal funds	$ 1,228,534	$ 1,404,905
Other revisions		

This modification is made for the following reasons:

To include approved expenditure for "Weigh In Motion System".

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 11, 1985

Federal-Aid Project No. IR-5-5(89)274

Port of Entry (Woodburn) Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Truck Scales (Sta. 1032+64 to Sta. 1085+00)

Subtotal of bid items from estimate of November 14, 1984		$ 1,077,242.05
Anticipated Items		
Permanent Pavement Striping	All Required	$ 4,500.00
General Services Contract (Installation of Weigh in Motion System)	All Required	170,000.00
	Subtotal	$ 1,251,742.05
	Engineering	156,466.95
	Total	$ 1,408,209.00

Type Code Y030
Illumination

Total as on estimate of November 14, 1984		$ 111,720.00
Length of Project		0.0 mi.
Retain In Reserve		
Pacific Northwest Bell	All Required	$ 3,500.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Y222	$ 1,408,209.00	$ 1,298,650.00	$ 109,559.00
Y030	111,720.00	103,028.00	8,692.00
Subtotal	$ 1,519,929.00	$ 1,401,678.00	$ 118,251.00
Reserve	3,500.00	3,227.00	273.00
TOTAL	$ 1,523,429.00	$ 1,404,905.00	$ 118,524.00

Group 1 85%; Group 2 15%
Contract No. 9905
Prefix: 624-1943
Prefix: 624-1006

WH:bkb/me

.9905

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
11-276	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
	11-16-84	COUNTY: Marion
		PROJECT NO.: IR-5-5(89)274

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Port of Entry (Woodburn)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-26-84	0.0
OTHER *(Specify)*		

FUNDS: Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,332,179.00	$ 1,228,534.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Kabore

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 16 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 14, 1984

FEDERAL AID PROJECT NO. IR-5-5(89)274

Port of Entry (Woodburn) Section
Pacific Highway
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code Y222
Truck Scales (Sta. 1032+64 to Sta. 1085+00)

Mobilization	Lump Sum	86%	Lump Sum	$	86,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		10,500.00
Temporary Signs	Sq. Ft.	222	10.00		2,220.00
Temporary Barricades	Each	18	120.00		2,160.00
Temporary Plastic Safety Markers	Each	12	60.00		720.00
Sequential Arrow Signs	Each	1	1,500.00		1,500.00
Flaggers	Hour	40	25.00		1,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		2,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		5,000.00
Ditch Excavation	Cu. Yd.	420	4.00		1,680.00
Embankment in Place	Cu. Yd.	8,813	3.80		33,489.40
Cold Plane Pavement Removal	Sq. Yd.	900	4.35		3,915.00
Trench Excavation	Cu. Yd.	289	8.00		2,312.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		1,500.00
Furnishing and Placing Topsoil	Cu. Yd.	180	6.00		1,080.00
Watering	M-Gal.	190	8.00		1,520.00
Treated Base Mixture	Ton	18,400	10.00		184,000.00
Cement in Treated Base Mixture	Ton	1,012	73.50		74,382.00
Aggregate Base	Ton	1,600	8.33		13,328.00
Aggregate Shoulders	Ton	2,750	8.60		23,650.00
Class "C" Asphalt Concrete Mixture	Ton	4,710	17.85		84,073.50
Asphalt Cement in Mixture	Ton	283	166.00		46,978.00
Hydrated Lime in Mixture	Ton	47	1.00		47.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	3,100	24.50		75,950.00
Terminal Expansion Joints	Lin. Ft.	48	107.00		5,136.00
4-inch Culvert Pipe	Lin. Ft.	120	5.20		624.00
8-inch Culvert Pipe	Lin. Ft.	160	6.00		960.00
12-inch Culvert Pipe	Lin. Ft.	320	12.00		3,840.00
18-inch Culvert Pipe	Lin. Ft.	292	16.75		4,891.00
24-inch Culvert Pipe	Lin. Ft.	12	35.00		420.00
4-inch Storm Sewer Pipe	Lin. Ft.	58	5.20		301.60
8-inch Storm Sewer Pipe	Lin. Ft.	56	5.30		296.80
12-inch Storm Sewer Pipe	Lin. Ft.	382	5.50		2,101.00
12-inch Slotted Drain Pipe	Lin. Ft.	500	47.00		23,500.00
Concrete Manholes	Each	1	1,500.00		1,500.00

Concrete Inlets, Type B	Each	1	500.00	500.00
Concrete Inlets, Type G-2	Each	8	450.00	3,600.00
Type 2 Fence	Lin. Ft.	2,550	1.49	3,799.50
16' x 48" Single Gates	Each	2	350.00	700.00
Concrete Walks	Sq. Yd.	445	12.00	5,340.00
Concrete Curbs	Lin. Ft.	1,250	4.00	5,000.00
Monolithic Curb and Slotted Drain Encasement	Lin. Ft.	500	13.00	6,500.00
Concrete Barrier	Lin. Ft.	138	20.00	2,760.00
Paved Culvert End Slopes	Sq. Ft.	532	3.00	1,596.00
Delineators, Type 2	Each	40	20.00	800.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	75.00
Wood Sign Posts	Lump Sum	All	Lump Sum	100.00
Sign Support Footings	Lump Sum	All	Lump Sum	637.50
Breakaway Sign Posts	Lump Sum	All	Lump Sum	721.50
Type "AA" Signs in Place	Sq. Ft.	81	18.75	1,518.75
Type "B" Signs in Place	Sq. Ft.	7	8.00	56.00
Type "U" Signs in Place	Sq. Ft.	71	14.00	994.00
Seeding, Fertilizing and Mulching	Acre	2	1,000.00	2,000.00
Furnishing and Planting Trees	Each	48	24.00	1,152.00
Furnishing and Planting Shrubs	Each	1,997	9.00	17,973.00
Furnishing and Planting Groundcover	Each	1,936	1.00	1,936.00
Soil Conditioner	Cu. Yd.	228	9.00	2,052.00
Bark Mulch	Unit	31	110.00	3,410.00
Operations Building	Lump Sum	36%	Lump Sum	68,400.00
Truck Inspection Building	Lump Sum	All	Lump Sum	188,000.00
Drilling 6-inch Well (0-100 feet deep)	Lump Sum	All	Lump Sum	3,200.00
Drilling 6-inch Well (100-250 feet deep)	Lin. Ft.	50	14.50	725.00
6-inch Well Casing	Lin. Ft.	150	7.15	1,072.50
Well Casing Seal	Lin. Ft.	18	16.50	297.00
Well Development	Lump Sum	All	Lump Sum	825.00
Pumping Test	Lump Sum	All	Lump Sum	825.00
Standby Time	Hour	8	85.00	680.00
Water Supply System Installation	Lump Sum	All	Lump Sum	1,000.00
1,500 Gallon Septic Tanks	Each	1	3,200.00	3,200.00
Pump Station Concrete Sumps	Each	1	3,500.00	3,500.00
Pump Station Equipment	Lump Sum	50%	Lump Sum	4,250.00
3-inch Plastic Pressure Sewer Pipe	Lin. Ft.	234	4.00	936.00
4-inch Gravity Sewer Pipe	Lin. Ft.	130	4.50	585.00
4-inch Drainfield Pipe	Lin. Ft.	590	5.00	2,950.00
Sand Filter	Lump Sum	All	Lump Sum	31,000.00
				$ 1,077,242.05

ANTICIPATED ITEMS

Permanent Pavement Striping			All Required	$ 4,500.00
			Subtotal	1,081,742.05
			Engineering	135,216.95
			Total	$ 1,216,959.00

Type Code Y030
Illumination

Pole Foundations	Lump Sum	75%	Lump Sum	$ 6,340.50
Roadway Lighting Poles and Arms	Lump Sum	75%	Lump Sum	10,090.50
Luminaires, Lamps and Ballasts	Lump Sum	75%	Lump Sum	5,794.50
Switching, Conduit, Wiring, Etc.	Lump Sum	75%	Lump Sum	29,523.75
Traffic Signal Signs, Complete	Lump Sum	All	Lump Sum	1,200.00
Truck Scale Pits and Approach Slabs	Lump Sum	All	Lump Sum	17,128.00
Truck Scale Decks and Load Cells, Complete	Lump Sum	All	Lump Sum	29,230.00
			Subtotal	$ 99,307.25
			Engineering	12,412.75
			Total	$ 111,720.00

Length of Project ---------- 0.0 mile

RETAIN IN RESERVE

Pacific Northwest Bell	All Required	$	3,500.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Y222	$1,216,959.00	$1,122,279.00	$ 94,680.00
Y030	111,720.00	103,028.00	8,692.00
SUBTOTAL	$1,328,679.00	$1,225,307.00	$103,372.00
Reserve	3,500.00	3,227.00	273.00
TOTAL	$1,332,179.00	$1,228,534.00	$103,645.00

Group 1: 85% Group 2: 15%
Contract No. 9905
Prefix: 624-1943 P.E.
624-1006

PORTION CHARGEABLE TO P.U.C.

Mobilizaiton	Lump Sum	14%	Lump Sum	$	14,000.00
Embankment In Place	Cu. Yd.	1,372	3.80		5,213.60
Trench Excavation	Cu. Yd.	11	8.00		88.00
Watering	M-Gal.	10	8.00		80.00
Treated Base Mixture	Ton	3,600	10.00		36,000.00
Cement In Treated Base Mixture	Ton	198	73.50		14,553.00
Class "C" Asphalt Concrete Mixture	Ton	890	17.85		15,886.50
Asphalt Cement In Mixture	Ton	53	166.00		8,798.00
Hydrated Lime In Mixture	Ton	9	1.00		9.00
12-inch Culvert Pipe	Lin. Ft.	82	12.00		984.00
Concrete Inlets, Type G-2	Each	2	450.00		900.00
Concrete Walks	Sq. Yd.	75	12.00		900.00
Drainage Curbs	Lin. Ft.	70	2.00		140.00
Type "AA" Signs In Place	Sq. Ft.	50	18.75		937.50
Pole Foundations	Lump Sum	25%	Lump Sum		2,113.50
Roadway Lighting Poles and Arms	Lump Sum	25%	Lump Sum		3,363.50
Luminaires, Lamps and Ballasts	Lump Sum	25%	Lump Sum		1,931.50
Switching, Conduit, Wiring, Etc.	Lump Sum	25%	Lump Sum		9,841.25
Operations Building	Lump Sum	64%	Lump Sum		121,600.00
1,500 Gallon Septic Tanks	Each	1	3,200.00		3,200.00
Pump Station Equipment	Lump Sum	50%	Lump Sum		4,250.00
3-inch Plastic Pressure Sewer Pipe	Lin. Ft.	234	4.00		936.00
4-inch Gravity Sewer Pipe	Lin. Ft.	190	4.50		855.00
			Subtotal	$	246,580.35
			Engineering		30,821.65
			Total	$	277,402.00

NONPARTICIPATING STATE WORK

D.E.Q. Sewer Permit	All Required	$	500.00
Building Permits & Plan Reviews	All Required		2,500.00
	Total	$	3,000.00

WH:me

9905

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEK ENDING: August 29, 1987

PROJECT NAME (SECTION): Port of Entry (Woodburn)

CONTRACT NO: 9905

HIGHWAY: Pacific

COUNTY: Marion

F.A. PROJECT NO: IR-5-5(89)274

CONTRACTOR: Ross Brothers Construction

KIND OF WORK: Grade, Pave, Sign, Illum., Landscape, Bldg.

DATE OF AWARD: November 2, 1984

FIRST NOTIFICATION DATE: January 14, 1985

ESTIMATED DATE OF COMPLETION, OR:

SECOND NOTIFICATION DATE AND:

ESTIMATED SEMIFINAL SUBMITTAL DATE: September 30, 1987

AVERAGE FORCE ON PROJECT THIS WEEK — SUPERVISORS: WORKERS:

PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 2,398,395.85
ESTIMATED PROJECT COST	$ 2,442,353.69
ESTIMATED PERCENT OVERRUN/UNDERRUN	XXX 2 %

ENGINEERING

AUTHORIZATION	$ 258,964.80
COST THIS WEEK	$ 500.00
TOTAL TO DATE	$ 250,414.59
PERCENT OF AUTHORIZATION	97 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A		400	400	100	Yes
B	3/1/86				Yes

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	10,185	22,000	3,100			
EST. CORRECTED QUANTITIES	9,167	21,706	2,923			
EST. PERFORMED TO DATE	9,167	21,706	2,923			
PERCENT PERFORMED TO DATE	100	100	100	0	100	

ACTIVITIES THIS WEEK:

Working on semi-final.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Working on semi-final.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Lee Franklin

Lee Franklin

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9405

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(89)274

2. STATE PROJECT NO.:

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

8-12-87

RECEIVED
STATE HWY ENGR
AUG 17 '87
REF
Program Section

7. DATE AUTHORIZATION EFFECTIVE: June 22, 1987

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK

Provide additional software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/22/87 as requested in Mr. Fredrickson's letter of 6/26/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $6,765; Federal Funds $6,238.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/12/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9905

August 6, 1987

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
9905

Re: Time Extension Request
Port of Entry (Woodburn)
Contract No. 9905
FAP No. IR-5-5(89)274

Your two requests for additional contract time in which to complete the above project have been carefully reviewed. You have requested an additional 67 days for Phase A for the following:

1. 17 days for State survey forces timeliness.
2. 15 days for performance of force account work, and
3. 35 days for delay of work until completion of the roof on the operations building.

You also have requested an additional 60 days for Phase B for approval of shop drawing and sole source supplier problems relative to the variable message sign added by Price Agreement No. 9.

In summary, we do not agree with all of your requests. However, a contract time adjustment of an additional 17 calendar days is granted for completion of Phase A due to additional work under the contract, including the requirement that the roof be finished on the operations building prior to start of finish work interior. A contract time adjustment of an additional 124 calendar days is granted for Phase B due to the supplier problems and delays on the variable message sign under Price Agreement No. 9.

The adjusted contract time of completion for Phase A is January 7, 1986, and for Phase B is July 3, 1986. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
W. G. Anhorn w/att.
Lee Franklin w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

REGION 2 TECHNICAL CENTER
RECEIVED
JUN 16 1987
PLG. ... OS.
RTS ..... RLS..... RPC..... REG ...
..... EG ..... PSR .....

TO: Ken Husby
Construction Engineer

DATE: June 6, 1987

FROM: William H. Piete
Project Manager

SUBJECT: Port Of Entry (Woodburn)
Contract No: 9905

Re: Extension of Time
Main Contract (a)

We received two separate Time Extension requests from Ross Bros. Const. The requests were submitted on the proper form, contained the consent of surety, and included the time requested and the reasons for each delay.

The first request was for seventeen (17) days for the period from December 21, 1985 to January 7, 1986. This request was based on the premise that "The State's survey forces did not perform their work in a timely manner...". Notification of delay was provided as required by the contract.

Their argument is primarily based on two survey requests that were submitted early in the project (1-29-85 & 3-7-85) which, in essence, asked us to stake the entire project. At that time the site was extremely wet to the point of having large areas of standing water. We staked the perimeter of the clearing areas and the major drainage needed to perform clearing and drain the site. They were advised by letter that the site was not suitable for further construction until the ground was drained.

The Contractor imported granular material to construct islands for the building construction. The moisture problems for the roadwork were solved with a change order to cement treat the subgrade. This had the mutual benefits of allowing the roadwork to proceed without drying the subgrade and assuring the State of a better base under the roadway.

The roadwork was completed well before the contract completion date and had no significant impact on the completion of the Operations Building. The completion of the Operations Building was the only work remaining at the specified completion date.

I recommend that the Contractor be granted zero (0) days for delays related to survey work. The survey work in question was all related to the roadwork which had no measurable impact on the late completion.

yion
jrees.

125-1387

The second request was for fifteen (15) days for the period from January 7, 1986 to January 22, 1986. This request was based on the premise that they were "...performing considerable force account work...". Notification of delay was not provided as required by the contract except for changes in the feeder circuits.

The feeder circuit work took 5 man-hours out of a total of 340 man-hours during the 2 days this work was performed. This work would justify three hundreds (0.03) of one additional day.

The contractor submitted a list of the force account work which we evaluated in an attempt to justify additional time on the basis of concurrent delay. We found that the extra work had taken place on 23 separate work days and that on those days the Contractor and his Sub-contractors had used a total of approximately 2,150 man hours yielding an average of 93.5 man-hours per day. The extra work consumed 195 man-hours or the equivalent of 2.1 average days.

agree. I recommend that the Contractor be granted two (2) days for delays due to "considerable force account work".

The Contractor submitted additional information which had "never been addressed". This request was for thirty five (35) days for delays related to the roof on the Operations Building. This request was based on the premise that they "...were not allowed to do any finish work inside the building until the building was roofed". Notification of delay was provided as required by the contract.

The actual work took 24 man-hours out of 136 total man-hours on the day the work was performed. The actual work would justify less than 1/4th of one day. However, approval of the extra work, from concept to final approval, took 35 days. A significant portion of this delay was caused by slow submittal of a quote from the Contractor and the Contractor's changes to a verbally approved P.A. It would be difficult to determine the number of days that would be attributable to the State for this change. The time from when we were notified of the problem until we gave verbal notice to proceed (June 13, 1985 to July 3, 1985) would seem justified.

Agree. I recommend that the Contractor be granted twenty one (21) days for delays due to the change in the roof on the "Operations Building".

In summary, I recommend that Ross Bros. Const. be granted zero (0) days for delays related to survey work; two (2) days for delays due to "considerable force account work"; and twenty one (21) days for delays due to the change in the roof on the "Operations Building". This is a total of twenty three (23) days that could be added to the project time which is more than the seventeen (17) days withheld for liquidated damages. I recommend that the entire seventeen (17) days withheld for liquidated damages be returned.

[redacted] Region agrees with the Project Manager & requests [illegible]

CE F.... CAE £.£. : RECEIVED
COE .... OM ....
OE ....
CA .....
CAM .....
EEO .....
JUN 2 2 1987
CONSTRUCTION SECTION
SPC .... PC ....
SA .... CC ....
PE .... CP ....
PQC .....
QCS .....
FILE .....

History:

The 400 Calendar Days provided on this contract ended on December 21, 1985. Work was completed on January 7, 1986. The project could easily be divided into 4 major segments of work as follows: Roadwork (grading, paving, drainage, walk, curb, landscape, etc.), the Truck Inspection Building, the Operations Building, and Peripheral Work (truck scales, sewer disposal system, etc.).

All of the work on the project was completed by December 21, 1985 except for the Operations Building. The only work remaining in the Operations Building was the linoleum in the rest rooms. That work would have been done on time as well except that the subcontractor had ordered linoleum that did not meet the specifications requiring a seamless floor. The material was too narrow but they intended to install it with seams contrary to the specifications. When we advised them that a seamed floor would not be permitted they ordered the proper linoleum and installed it immediately after it arrived.

We received two separate Time Extension requests from Ross Bros. Const. on Dec. 6, 1985. However, the requests contained only sketchy information and did not state "The date(s) during which the prosecution of work was actually prevented and the conditions or causes which actually prevented the prosecution of work" as prescribed on the request form.

The Contractor was advised by letter dated December 13, 1985 that their requests contained insufficient information to evaluate. The requests were held pending additional information as needed to meet the contract requirements.

The Contractor responded by letter on December 23, 1985 that they were unwilling to provide additional information. After several telephone conversations advising the Contractor that we could not recommend a time extension based on the information they had provided the Contractor agreed to submit additional information and did so by letter on January 9, 1986.

The information submitted January 9, 1986 was still substantially lacking in detail. It listed the number of days requested for each of 13 minor items of extra work but did not indicate the actual days that work was prevented or delayed. It also did not indicate how the extra work affected the flow of work on the balance of the project. We evaluated the work listed on the January 9th letter but could not find that it had any measurable affect on the project completion.

We advised the Contractor by telephone that we would not be able to recommend favorably on his request without additional information. The Contractor refused to provide any additional information.

We researched our files in an attempt to find any extra work or delays that might justify additional time. We could not find any extra work that prevented or delayed work on the project.

We then evaluated all of the extra work listed on the Contractor's January 9, 1986 letter in an attempt to justify additional time on the basis of concurrent delay. We found that the extra work had taken place on 23 separate work days and that on those days the Contractor and his Subcontractors had used a total of approximately 2,150 man hours yielding an average of 93.5 man-hours per day. The extra work consumed 195 man-hours or the equivalent of 2.1 average days.

We advised the Contractor that we were only able to justify a few days based on all of the information he had provided to date and that we were reluctant to submit a recommendation of only 2 days out of 17 withheld for liquidated damages. We asked again for additional information.

On November 19, 1986 the Contractor submitted additional arguments which were in line with the actual reason the project was not completed on time. This additional information is the basis for the majority of our recommendation.

June 26, 1987

Jim Patton
Motorola Computer System, Inc.
12655 S.W. Center St., Suite 400
Beaverton, OR 97005

PMT

I grant permission to Motorola Computer Systems, Inc. to release copies of "The Functional Specifications for Woodburn Port of Entry Project, State of Oregon, Department of Transportation, 1987, in cooperation with the Federal Highway Administration" to all interested parties, providing the following disclaimer is printed on the front cover of the Functional Specifications:

> "The views and opinions expressed in this report are those of the author and do not necessarily reflect those of the Oregon Department of Transportation and the Federal Highway Administration. This report does not constitute a federal or state standard or regulation. This is a sample of an experimental project specification."

Larry Rullen
State Highway Engineer

bc: Max Klotz

MK:KE:cm

STATE OF OREGON

INTEROFFICE MEMO

TO: Larry Rulien
State Highway Engineer

DATE: June 18, 1987

FROM: Max Klotz, Manager
Permits & Weighmaster Section

SUBJECT: Functional Specification
Woodburn Port-of-Entry Automation Project

Motorola Computer Systems has received numerous inquiries from others about the work they are performing for us on this project. They have requested written permission to release copies of the functional specification to those interested parties.

I request your approval in this matter. If you concur, please sign the attached release and return it to me.

MK:KE:ft

6-24-87 Cheryl -
Please retype letter
for Larry's signature.
kr

RECEIVED
STATE HWY ENGR
JUN 24 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Ltr | File

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Assistant State Highway Engineer

DATE: May 26, 1987

FROM: Max Klotz, Manager
Permits and Weighmasters Section

SUBJECT: Woodburn Port-of-Entry Automation Experimental Project

Motorola Computer Systems, Inc., in their Functional Specifications Report, state that in order to be able to transmit WIM data to their supervisory systems computer within the requested 500 milliseconds, the WIM transmission rate has to be increased from 1,200 bps to 9,600 bps. To make this system work at the necessary transmission speeds, we have to get this transmission rate increased.

CMI-Dynamics, the subcontractor that installed the existing WIM system, has given us a price to change the software. CMI-Dynamics, as shown in the attached letter to Milan Krukar, state that they can get the transmission rate up to 9,600 bps. It is recommended that we go sole source for this software since any other company would have to spend considerable time and money determining what CMI-Dynamics has already installed.

The original estimate for this experimental automation to the POE was $180,060. So far, $128,865 has been committed. This change will add another $6,765, including $3,000 for field trips. We will still be under estimate. Therefore, I request approval for this additional change.

MK:dat

cc: Milan Krukar
Bill Piete
Ken Evert

6/8 Software approved
Field trips approved for $1500

RECEIVED
STATE HWY ENGR
MAY 28 '87
REPLY TO

9905

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(78)274

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENG
MAY 29 '87
REFER TO
FOR
Init. | Invest. | R/D | D/A | Util. | Sp. | File

7. DATE AUTHORIZATION EFFECTIVE: May 22, 1987

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:

Woodburn Truck Scales

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 5/13/87 we approve the revised Preliminary Engineering costs to a TEC of $170,920; Federal Funds $127,673.

(Increase TEC $78,920; Federal Funds $58,951)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/28/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PMT 13-a
SP

1. response time
2. hot key
3. backup.

MOTOROLA
Computer Systems Inc.

May 20, 1987

Milan Krukar
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Subject: Addendum 1 to the Revised Functional Specifications of April 29, 1987

Reference: DOT letter PLA 9-2 dated May 12, 1987

The main intent of this addendum to the Functional Specification is to address the clarification items listed in the above referenced letter. Item responses are in the form of changed specification pages or comments included in this letter.

Clarification items:

1. The performance issue will be addressed under separate cover at a later date. We will be developing a simulation of the proposed system to determine performance ranges.

2 and 3. Items 2 and 3 have been addressed in the attached Citation Writing Application change pages.

4. Item 4 will be properly handled by the Supervisory System and there will be no chance of an infinite loop occuring due to resending of data.

5. The Chronic Offender requirements of item 5 have been addressed by reinstatement of local processing as defined in the March 24, 1987 specification.

6. Item 6, unattended database update error handling, will be handled through error logging to a printer. The type of error and information describing the update record participating in the error condition will be output to a printer. Local procedures will have to be established regarding error determination and recovery, e.g., how to handle a record update for a record which had previously been deleted from the database.

7. Item 7 was concerned with 3270 versus Weigh Station Application usage. The 3270 Emulator will remain in session with the host while the Weigh Station Application is in use, however, an individual user cannot maintain an lu-lu session on the 3270 while executing Weigh Station programs. The user must logoff the 3270 application to reenter the Weigh Station Application.

12655 S.W. Center Street, Suite 400, Beaverton, OR 97005

8. VTAM/NCP parameters will be discussed with D. Dowrie as requested in item 8.

9. Database backup times were not provided as we wanted to select the most performance oriented method for your specific configuration based upon actual test comparisons. It is expected that a backup could take as long as 45 minutes to execute.

10. Unsolicited 3270 printer output can be received as questioned in item 10. All printers can be shared by all applications concurrently.

11. Item 11 is a non-issue. Discussion with Walter Yungen indicates a misunderstanding of the definition of the control records interspersed in the file update data stream which specifies the action to be performed on the following data had occured. The latest PUC formats have been used and no changes are being requested.

12. Item 12 addressed concerns regarding data collected by the WIM data collection computer. Motorola requested changes to ADEC proposed changes for override packet formats between the WIM and the Supervisory System. The data collection computer is not involved in override packet processing, although it will receive the new vehicle packet format required to implement the system and may require software changes to handle this new format; only ADEC can answer this.

13. Item 13 concerns axle weights or "weighings". For both static or WIM weighings the axle weights will be preserved in the Statistics Record.

Also attached are change pages for items beyond the scope of the clarification items. These include minor changes to the menus and the addition of required data to the citation file format to be sent to the host.

If further clarification is required please do not hesitate to call.

Respectfully,

Doug Rytter
Motorola Computer Systems

CC:
State of Oregon
Ken Evert ✓

Motorola Computer Systems, Inc.
Jim Wilcox
Jim Patton

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APPENDICES

A	PUC/WEIGHMASTER DEFINITIONS
B	PUC DAILY WEIGHT REPORT FORMAT
C	DAILY SUMMARY FORMATS
D	MONTHLY/QUARTERLY TRIPLES ACTIVITY REPORT FORMAT
E	MONTHLY/QUARTERLY OPERATION SUMMARY FORMAT
F	MONTHLY/QUARTERLY STATISTICS MODIFICATION REPORT FORMAT
G	MONTHLY/QUARTERLY CITATION MODIFICATION REPORT FORMAT
H	MONTHLY/QUARTERLY PRODUCTIVITY PROGRESS SUMMARY FORMAT
I	PUC NAME RECORD FORMAT
J	PUC PLATE RECORD FORMAT
K	CITATION RECORD FORMAT
L	PUC DAILY WEIGHT REPORT RECORD FORMAT
M	MONTHLY/QUARTERLY CHRONIC OFFENDER REPORT FORMAT

TRADEMARKS

UNIX is a trademark of AT&T Bell Laboratories
SYSTEM V/68 is a trademark of Motorola, Inc.
INFORMIX-4GL, INFORMIX-SQL and C-ISAM are trademarks of Relational Database Systems, Inc.

the modified citation, or a record identifying the deleted citation, will be prepared for transmission to the host.

Vehicle Statistics Modification - This application will be used to modify or delete vehicle statistics which would be reported in the PUC Daily Weight Report. An audit trail identifying weigh statistic records which have been changed or deleted will be maintained for management report purposes.

REPORT GENERATION

PUC Daily Weight Report - This application will be used to produce a printed copy and/or file for transmission to the host of the PUC Daily Weight Report. The Weighmaster will be able to specify the starting and ending periods for which the report is to be produced.

Daily Summary Reports - This application will be used to produce a printed copy of the:

Daily Operation Summary
Average Gross Weight By Hour Summary
Vehicle Class By Hour Summary
Commodity By Hour Summary
Citations By Hour Summary

Monthly/Quarterly Triples Activity Report - This application will be used to produce a month-to-date or quarter-to-date report identifying the triples which have passed through the weigh station.

Monthly/Quarterly Operation Summary Report - This application will be used to produce a month-to-date or quarter-to-date Weigh Station Operation Summary Report.

Monthly/Quarterly Statistics Modification Report - This application will be used to create a month-to-date or quarter-to-date report identifying vehicle weigh statistics which were modified or deleted from the database.

Monthly/Quarterly Citation Modification Report - This application will be used to produce a month-to-date or quarter-to-date report identifying citations which had been written and then modified or deleted from the database.

Monthly/Quarterly Productivity Progress Summary - This application will be used to produce a month-to-date or quarter-to-date summary by employee number identifying weigh station production during the hours that the employee worked.

Monthly/Quarterly Chronic Offender Report - This application will be used to create a month-to-date or quarter-to-date report identifying carriers which have been assigned Chronic Offender status during the selected period. Optionally, a report identifying all carriers noted as Chronic Offenders can be created.

HOST COMMUNICATIONS

File Transfers - File transfer capability, using 3770 emulation, for updating the PUC NAME and PLATE records in the Supervisory System database and for transfering the PUC Daily Weight Report and citation images to the host will be provided.

Host Inquiry - This application will allow 3270 terminal emulation for host inquiry operations.

SYSTEM MAINTENANCE

Record Maintenance Application - This application will be used to delete from the database those records maintained by the Supervisory System as the source for weight reports, daily, monthly and quarterly summaries, when they are considered to be of no further historical value.

Database Backup and Restore - Utility programs for tape backup and restore of the database will be provided through UNIX-executable scripts.

System Files Restore - When the system is installed a complete copy of system-level software will be provided for purposes of restoring a "crashed" system. This function should be executed only by Motorola support personnel.

Initial Database Record Load - A UNIX-executable script will be provided for executing the utility program to load the initial PUC NAME and PLATE record database from tape.

5.0 WEIGH STATION APPLICATION PROGRAM EXECUTION

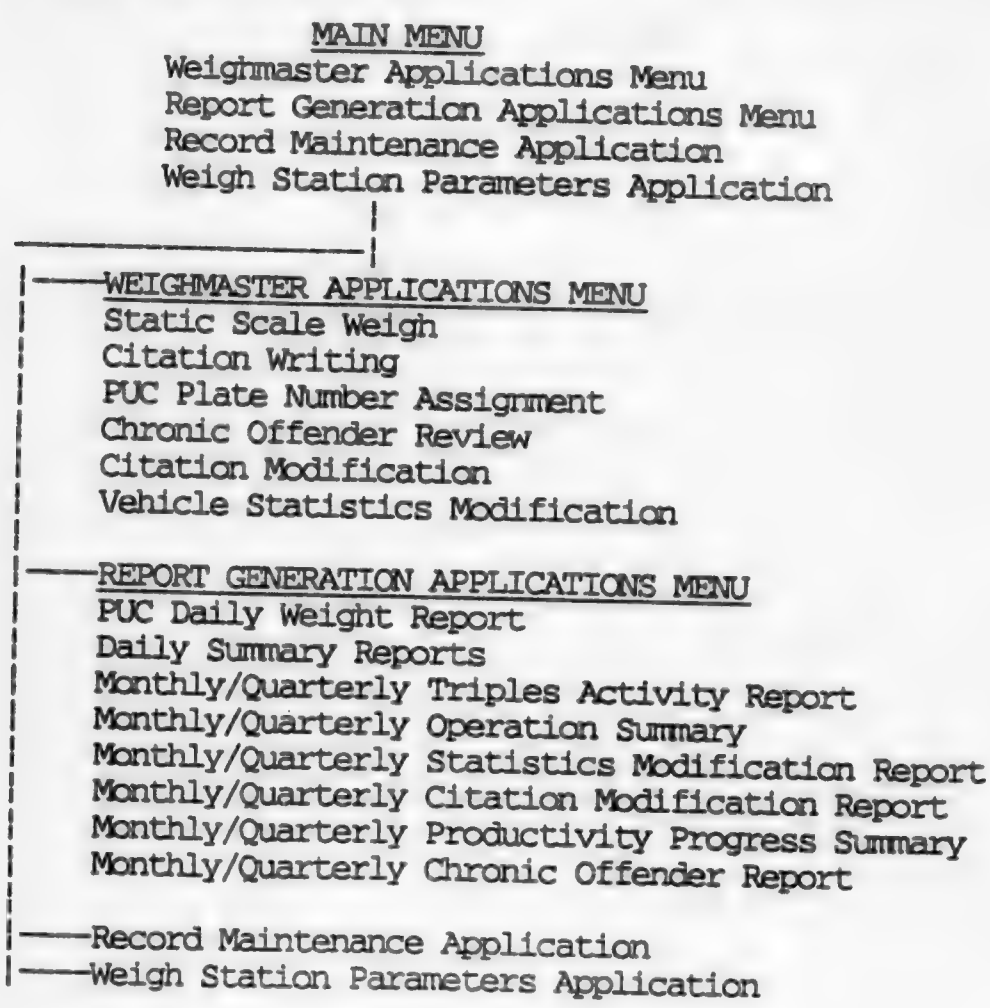
5.1 WEIGH STATION APPLICATION START-UP

The Relational Database Systems, Inc., INFORMIX-4GL fourth generation application language will be used to develop the weigh station applications. Using the facilities provided by UNIX and INFORMIX-4GL the system will be designed to shield the Weighmaster from having to have any special knowledge to start-up and login to the general daily applications. The assumption here of course, is that the system has been powered-on and UNIX has been booted.

When the Weighmaster executes the system login procedure, responding to the UNIX idle screen prompts for login identification and password, the system will automatically start the Weigh Station Application if it is not already running, and bring the user into the main menu of the application system. If the user had been executing Weighmaster applications but had exited to the UNIX shell to start some other program, e.g., to perform a host inquiry operation, the Weigh Station Application can be restarted by typing in the application name "Weigh" from the UNIX shell.

5.2 APPLICATION PROGRAM SELECTION

The application system will be developed as a set of hierarchial menus which guide the Weighmaster to the entry point of the application to be executed. The menu tree is as follows:



5.3 WEIGH STATION APPLICATION TERMINATION

Termination of the Weigh Station Application will automatically occur when the main menu is exited as a result of selecting the QUIT menu option.

7.0 TERMINAL USAGE

7.1 SCREEN DISPLAY FORMAT

Application program data entry and display screens will conform to the INFORMIX-4GL standard of reserving line 1 for operator prompts for input, line 2 for displaying instruction or information messages to the operator, lines 3 through 22 for displaying the input/output fields, line 23 for displaying a comment relating to the input field which the operator is entering, and line 24 for error messages produced by the relational database management system.

7.2 KEYBOARD FUNCTIONS

Movement through the application data entry screens will be controlled by specific reserved keys. CONTROL/"key" keys are a two key combination consisting of the control key and the specified key depressed in a single keystroke.

MENU USAGE

LEFT ARROW RIGHT ARROW UP ARROW DOWN ARROW SPACEBAR	The ARROW keys and the SPACEBAR will be used to move the cursor from one menu option to the next.
RETURN	The RETURN key will be used to select an application for execution from the menu options.

APPLICATIONS USAGE

LEFT ARROW RIGHT ARROW UP ARROW DOWN ARROW	The ARROW keys will be used to move from input field to input field as input is completed, or to move from character to character within an input field.
RETURN	The RETURN key will be used to move from input field to input field as input is completed.
CONTROL/E	The CONTROL/E key will be used to exit an application and return to the menu from which it was called. If this action is taken while entering data the transaction is aborted and no changes to the database will occur.
ESCAPE	The ESCAPE key can be used to indicate to the application program that all input is complete, e.g. the Weighmaster may have responded to all input requirements of an application program, returned to an input field to make a correction, and then wants to signal the end of input without using the ARROW or RETURN keys to skip through all remaining input fields. Application program edits will disallow inappropriate use of this key.

CONTROL/A	This key toggles between insert and typeover mode during field input.
CONTROL/D	This key will cause deletion of characters from the current cursor position to the end of the field.
CONTROL/H	This key moves the cursor non-destructively one space to the left inside an input field.
CONTROL/L	This key moves the cursor non-destructively one space to the right inside a field.
CONTROL/R	This key will cause a redisplay of the screen.
CONTROL/X	This key deletes the character beneath the cursor.

With exception of the CONTROL/E key the above CONTROL/"keys" are provided by the fourth-generation application language as standard features. These key functions are not upper/lowercase sensitive.

It should be noted that two control key activated functions are built into the Motorola hardware and could be accidently activated due to their close proximity to application program CONTROL/A and CONTROL/D keys. The CONTROL/S key inhibits display screen updates, although the data being keyed-in is being processed by the system. If this function is activated the CONTROL/Q key should be depressed to update the display with all data which has been entered.

7.3 DATA INPUT

UPPERCASE/LOWERCASE KEYS

When responding to prompts for input or performing application data entry the Weighmaster will be able to use uppercase or lowercase keys interchangeably. The Supervisory System will make conversions for internal processing as required.

INPUT ERRORS

Where appropriate, input data will be edited for correctness. Error messages will be provided by the application program when a known format or value exists and was incorrectly entered, or by the INFORMIX-4GL software when a declared data type has been violated, e.g. attempting to enter an alpha character into a field defined as requiring numeric input.

8.0 APPLICATION MENUS

The menu system will be developed using the standard menu generation facilities provided by the fourth-generation language. Each menu displayed will show the title of the menu and menu selections on line 1 of the screen and as the cursor is moved from menu selection to menu selection a statement which further defines the selection will be displayed on line 2. To select an option for execution the RETURN key can be used as previously described or the first letter of the option name can be typed.

The format of each menu screen displayed and the definition statement to be displayed is as follows:

MAIN MENU

Line 1 menu options:

MAIN: WEIGH REPORTS MAINT PARMSET QUIT

Line 2 option descriptions:

"WEIGHMASTER APPLICATIONS MENU"
"REPORT GENERATION MENU"
"RECORD MAINTENANCE APPLICATION"
"WEIGH STATION PARAMETERS APPLICATION"
"TERMINATE WEIGH STATION APPLICATION"

WEIGHMASTER APPLICATIONS MENU

Line 1 menu options:

WEIGH: SCALE CITE ASSIGNID REVIEWCO MODCITE VSTATMOD EXIT

Line 2 option descriptions:

"STATIC SCALE WEIGH APPLICATION"
"CITATION WRITING APPLICATION"
"PUC PLATE NUMBER ASSIGNMENT APPLICATION"
"CHRONIC OFFENDER REVIEW APPLICATION"
"CITATION MODIFICATION APPLICATION"
"VEHICLE STATISTICS MODIFICATION APPLICATION"
"EXIT MENU"

REPORT GENERATION APPLICATIONS MENU

Line 1 menu options:

REPORTS: WEIGHT DAILY TRIPLES OPRSUM STATMOD MODCITE PROG CHRONIC EXIT

Line 2 option descriptions:

"PUC DAILY WEIGHT REPORT"
"DAILY SUMMARY REPORTS"
"MONTHLY/QUARTERLY TRIPLES ACTIVITY REPORT"
"MONTHLY/QUARTERLY OPERATION SUMMARY"
"MONTHLY/QUARTERLY STATISTICS MODIFICATION REPORT"
"MONTHLY/QUARTERLY CITATION MODIFICATION REPORT"
"MONTHLY/QUARTERLY PRODUCTIVITY PROGRESS SUMMARY"
"MONTHLY/QUARTERLY CHRONIC OFFENDER REPORT"
"EXIT MENU"

3. If a plate number was entered a "SEARCHING FOR VEHICLE" message will be displayed. If a PLATE RECORD was found the carrier NAME RECORD will be read. If the WM-FLAG in the NAME RECORD indicates a Chronic Offender a "CHRONIC OFFENDER" message will be displayed.

If the plate number entered could not be located in the database then an "UNREGISTERED VEHICLE" message will be displayed followed by the "ENTER TEMPORARY PLATE NUMBER" message.

4. If a temporary plate number or exempt code was entered the "ENTER NAME" message will be displayed. The Weighmaster should respond with up to 5 characters of abbreviated carrier name.

5. The COMMODITY and VEHICLE TYPE fields should be entered as is appropriate.

6. The cursor will move to the first field in the WEIGHT column and the comment "F17 TO READ, F20 TO RESET WEIGHTS, ESCAPE KEY TO END INPUT" will be displayed. The F17 key will cause an axle weight to be read from the static scale and displayed in the weight field in which the cursor is sitting and the cursor will move down to the next WEIGHT field.

When all axles have been weighed the ESCAPE key can be used to signal the end of the axle weight acquisition. The F20 key can be used to reset all weight columns if the weigh process should be restarted. Up to 12 axles, or sets of axles, can be weighed. Axle weighings will be saved as part of the STATISTICS RECORD.

7. The Weighmaster can test group axle weight combinations for overweight violations. Using the weigh numbers, not physical axle counts, the Weighmaster can enter a STARTING WEIGH NO. and a ENDING WEIGH NO. and the weights read up to and through the ENDING WEIGH NO. will be summed as a group axle weight. The Weighmaster will have to determine the legality of the weight using weight tables and a visually determined distance between axles. When the Weighmaster has tested all desired axle groupings the ESCAPE key can be used to terminate the group axle input loop.

The cursor will move to the optional WARNING entry field.

8. After the cursor is moved out of the WARNING field the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to the first entry field. If non-weight information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. When all changes have been made the Weighmaster can use the RETURN or ARROW keys to skip through the remaining entry fields not requiring changes, or use the ESCAPE key to terminate the input operation, resulting in a redisplay of the "IS ALL INFORMATION CORRECT (Y/N)? prompt.

If weight information is to be changed the F20 key can be used to reset all weight columns and the weigh process can be restarted.

9. If the YES response was entered the message "CREATING STATISTICS RECORD" will be displayed, all fields will be cleared, and the application is ready

9.2 CITATION WRITING APPLICATION

The following describes the screen presented to the operator upon selection of the Citation Writing Application for execution. The Weighmaster need only fill in that portion of a citation which varies according to citation and driver information. When the citation is printed the Supervisory System will fill in those fields which are constant to all citations or which can be extracted from the system, e.g. county, owners name, citation location.

Field sizes specified are based upon printing 12 characters per inch on preprinted continuous-feed Oregon Uniform Traffic Citation and Complaint forms. These forms should be designed such that the next citation form to be printed upon has its preprinted citation number visible to the Weighmaster when the form is staged in the printer.

An image of the citation will be sent to the ODOT host for Chronic Offender statistics processing. Reference Appendix K for the citation record format sent to the host.

```
(Reserved for operator prompts                                                )
(Reserved for messages                                                        )
                                CITATION CREATION
                                                    WEIGH/CITE DATE:[         ]
                                                    WEIGH/CITE TIME:[      ][ ]
LAST:[                    ]    FIRST:[                ]    MIDDLE:[              ]
ADDR:[                                                                        ]
CITY:[                              ]       STATE:[  ]            ZIP:[      ]
 DOB:[       ] SEX:[ ] OPR. LIC. NO:[           ]   VEH. LIC. NO:[           ]
PUC. NO:[       ] CO. NO:[           ] YEAR:[  ] MAKE:[   ] BODY:[  ]
AXLE OVERLOAD:[      ]   T. AXLE OVERLOAD:[      ]   G. AXLE OVERLOAD:[      ]
VEH. OVERLOAD:[      ]     COMB. OVERLOAD:[      ]   PERMIT VIOLATION:[ ]
FAIL TO WEIGH:[ ]         REFUSE TO WEIGH:[ ]         NO PUC PERMIT:[ ]
OVER HEIGHT - FEET:[  ] INCHES:[  ]                OVER WIDTH - FEET:[  ] INCHES:[  ]
OTHER:[                                                ]   COMMODITY:[           ]
COMMODITY CODE:[     ]  REMARKS:[                                                 ]
[                                                                                 ]

OWNER'S NAME:[                                  ]
ADDR:[                                  ]
CITY:[              ] STATE:[  ] ZIP:[     ]              CITATION NO:[          ]
APPEAR TIME:[     ]  AM/PM:[ ]  DAY:[  ]  MON:[   ]  YEAR:[  ]  BAIL:[       ]
(Reserved for comments                                                        )
(Reserved for error messages                                                  )
```

DISPLAY FIELD DEFINITIONS

WEIGH/CITE DATE and TIME

Initially, these display fields will reflect the time and date of the static scale weighing for the vehicle as recorded in the STATISTICS RECORD. If a STATISTICS RECORD does not exist for a vehicle the current date will be displayed. These fields will be set after responding to the PLATE prompt. The

	date will be displayed in MM/DD/YY format and the time will be displayed in HH:MM AM/PM format.
PUC. NO.	1. 6 characters of PUC plate number. 2. Blank if not registered with PUC. 3. "E" if exempt.
OWNER'S NAME ADDR CITY STATE ZIP	If this is a PUC registered vehicle this field will contain the registered owner name and address from from the NAME RECORD.
CO. NO.	If this is a PUC registered vehicle this field will contain the 10 character COMPANY-NUMBER field from the PLATE RECORD.
YEAR	If this is a PUC registered vehicle this field will contain the 2 character vehicle MODEL-YEAR from the PLATE RECORD.
MAKE	If this is a PUC registered vehicle this field will contain the 3 character PUC make abbreviation from the MAKE field in the PLATE RECORD.
BODY	If this is a PUC registered vehicle this field will contain the 2 character BODY-TYPE field from the PLATE RECORD.

INPUT FIELD DEFINITIONS

WEIGH/CITE DATE and TIME	Optional entry fields if displayed date and time is not to be used on the citation as the creation date. 6 characters of date in MMDDYY format and time in HHMM AM/PM format.
LAST	Up to 18 characters of driver's last name.
FIRST	Up to 15 characters of driver's first name.
MIDDLE	Up to 15 characters of driver's middle name.
ADDR	Up to 48 characters of driver's residential address.
CITY	Up to 25 characters of driver's city.
STATE	2 characters of driver's state.
ZIP	5 characters of zip code.
DOB	6 characters of date of birth in month, day, and year (MMDDYY) format. When printed on the citation this date will be formatted as MM/DD/YY.

SEX	Enter "M" for male, "F" for female.
OPR. LIC. NO.	Up to 10 characters of operators license number.
VEH. LIC. NO.	Up to 10 characters of vehicle license plate number.
CO. NO.	Up to 10 characters of company number for vehicles which were not registered with PUC.
YEAR	2 characters of model year for vehicles which were not registered with PUC.
MAKE	3 characters of PUC vehicle abbreviation for vehicles which were not registered with PUC.
BODY	2 characters of body description for vehicles which were not registered with PUC.
AXLE OVERLOAD	Up to 5 characters of single axle overweight pounds.
T. AXLE OVERLOAD	Up to 5 characters of tandem axle overweight pounds.
G. AXLE OVERLOAD	Up to 5 characters of group axle overweight pounds.
VEH. OVERLOAD	Up to 5 characters of vehicle overweight pounds.
COMB. OVERLOAD	Up to 5 characters of combination axle overweight pounds.
PERMIT VIOLATION FAIL TO WEIGH REFUSE TO WEIGH NO PUC PERMIT	An "X" entered in any of these fields will indicate selection of a violation type.
OVER HEIGHT FEET	Up to 2 characters of excess height in feet.
OVER HEIGHT INCHES	Up to 2 characters of excess height in inches.
OVER WIDTH FEET	Up to 2 characters of excess width in feet.
OVER WIDTH INCHES	Up to 2 characters of excess width in inches.
OTHER	Up to 40 characters of information describing a violation.
COMMODITY	Up to 12 characters of commodity description.
COMMODITY CODE	Up to 4 characters of commodity code.
REMARKS	Up to 137 characters of additional information regarding a violation.

OWNER'S NAME	Up to 34 characters of owner's name for vehicles which were not registered with PUC.
ADDR	Up to 30 characters of owner's street address for vehicles which were not registered with PUC.
CITY	Up to 13 characters of owner's city address for vehicles which were not registered with PUC.
STATE	2 characters of owner's state for vehicles which were not registered with PUC.
ZIP	5 characters of owner's zip code for vehicles which were not registered with PUC.
CITATION NO.	Up to 10 characters of citation number identification. This is the citation number as shown on the preprinted citation form next to be printed.
APPEAR TIME	Court appearance time in hour and minute (HH:MM) format.
AM/PM	Enter "A" or "P" for AM/PM designation for court appearance.
DAY	Numerical day of month of appearance.
MON	JAN - DEC abbreviation of appearance month.
YEAR	2 character year of appearance.
BAIL	1 - 4 characters of dollars, an optional entry decimal point, and optional entry of a 2 character cents field.

1. If the bail amount is in whole dollars only 1 - 4 dollar digits need be entered. The display field will automatically be formatted with a decimal point and "00" cents values.

2. If the bail amount requires a cents value then 1 - 4 dollar digits should be entered, followed by a decimal point and 2 cent values.

3. The application will justify the input and provide a dollar sign.

PROMPTS

"ENTER PLATE NO., 'E' IF EXEMPT, BLANK IF UNREGISTERED"

"IS ALL INFORMATION CORRECT (Y/N)?"
"PRINT CITATION ON WHICH PRINTER?"

MESSAGES

"SEARCHING FOR VEHICLE"
"UNABLE TO LOCATE CARRIER INFORMATION"
"ENTER CITATION DATA"
"PRINTER '1' OR '2'?"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"OPTIONAL ENTRY IN MMDDYY FORMAT"
"OPTIONAL ENTRY IN HHMM FORMAT"
"OPTIONAL ENTRY OF 'A' FOR AM, 'P' FOR PM"
"ENTER UP TO 18 CHARACTERS"
"ENTER UP TO 15 CHARACTERS"
"ENTER UP TO 48 CHARACTERS"
"ENTER UP TO 25 CHARACTERS"
"ENTER 2 CHARACTERS"
"ENTER 5 CHARACTERS"
"ENTER DOB AS MMDDYY"
"ENTER SEX AS 'M' OR 'F'"
"ENTER UP TO 10 CHARACTERS"
"ENTER 6 CHARACTERS OF PLATE NO., 'E' FOR EXEMPT, OR LEAVE BLANK"
"ENTER 3 CHARACTERS"
"ENTER UP TO 5 CHARACTERS"
"ENTER AN 'X' TO SELECT"
"ENTER UP TO 2 CHARACTERS"
"ENTER UP TO 40 CHARACTERS"
"ENTER UP 12 CHARACTERS"
"ENTER 1 DIGIT"
"ENTER UP TO 4 CHARACTERS"
"ENTER UP TO 137 CHARACTERS"
"ENTER UP TO 34 CHARACTERS"
"ENTER UP TO 30 CHARACTERS"
"ENTER UP TO 13 CHARACTERS"
"ENTER UP TO 10 CHARACTERS"
"ENTER IN HHMM FORMAT"
"ENTER 'A' FOR AM, 'P' FOR PM"
"ENTER DAY AS CALENDAR DAY"
"ENTER MONTH AS JAN - DEC"
"ENTER 1 - 4 DOLLAR DIGITS; OPTIONALLY ENTER "." AND 2 CENT DIGITS"

CITATION DATA FILLED-IN BY SUPERVISORY SYSTEM

COUNTY OF	Filled-in as Yamhill County.
COURT	Filled-in as District Yamhill County.
DAY MONTH YEAR TIME AM/PM	Filled-in from displayed date and time.
HIGHWAY	Filled-in as I-5.
AT OR NEAR	Filled-in as Woodburn Scales.
DATE	Filled-in from system data.
WEIGHMASTER NO.	Filled-in from Weighmaster login id.
LOCATED AT	Filled-in as Woodburn, Ore.

CITATION WRITING SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the prompt "ENTER PLATE NO., 'E' IF EXEMPT, BLANK IF UNREGISTERED" will be displayed on the prompt line.

2. If a plate number was entered the message "SEARCHING FOR VEHICLE" will be displayed while the Supervisory System attempts to find the NAME and PLATE RECORDS for this carrier. If the carrier information cannot be located the message "UNABLE TO LOCATE CARRIER INFORMATION" will be displayed and the Weighmaster can then reenter the correct plate number and try again or leave the field blank to continue with citation processing for an unregistered vehicle.

3. The message "ENTER CITATION DATA" will be displayed and the Weighmaster should enter data into each input field as directed through comments displayed for each field. If a vehicle was not registered with the PUC the application will require Weighmaster entry of data normally displayed from the NAME and PLATE RECORD.

4. When all fields have been entered the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to LAST name entry field. If information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate corrections the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If YES was the response the prompt "PRINT CITATION ON WHICH PRINTER?" and the message "PRINTER '1' OR '2'?" will be displayed. Upon response to the

prompt a CITATION RECORD will be created, the citation will be printed on the selected printer, all fields will be cleared and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

CHRONIC OFFENDER PROCESSING SYNOPSIS

1. When a citation is written a CITATION TRACKING RECORD is also created, unless one already exists, for purposes of tracking the number of violations and total citation points against a carrier. A CITATION SUMMARY RECORD for purposes of maintaining a citation history for use in Chronic Offender report production will also be created. This is to be done to conserve database space as permanent preservation of a complete citation image for this purpose is impractical; citation images should be periodically deleted from the database through the Record Maintenance Application.

2. When a predetermined point violation total is reached (10 or more points) the WM-FLAG in the NAME RECORD is set to indicate this carrier to be a Chronic Offender. Reference Violation Point Conversion Table in Appendix A for violation values.

3. Chronic Offender status will only be reset upon receipt of a database NAME RECORD update with the WM-FLAG set to 0, or upon deletion of the NAME RECORD from the database. Either condition will reseult in database deletion of all Chronic Offender information for this carrier.

INPUT FIELD DEFINITIONS

PLATE — 6 character PUC plate number.

PROMPTS

"ENTER TEMPORARY PLATE NUMBER"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"ENTER 6 CHARACTERS"
"SEARCHING FOR STATISTICS RECORD"
"UNABLE TO LOCATE VEHICLE"
"UPDATING STATISTICS RECORD"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER 6 CHARACTERS"
"ENTER NEW 6 CHARACTER PLATE NUMBER"

PLATE ASSIGNMENT SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the prompt "ENTER TEMPORARY PLATE NUMBER" will be displayed on the prompt line.

2. The prompt should be responded to by entry of the 6 character temporary plate number that was assigned. The message "SEARCHING FOR STATISTICS RECORD" will be displayed on the message line while the Supervisory System accesses the STATISTICS RECORDs looking for this vehicle.

3. If the vehicle STATISTICS RECORD could not be located the message "UNABLE TO LOCATE VEHICLE" will be displayed and the application will return to the plate entry prompt. If the STATISTICS RECORD cannot be found it may have been deleted during execution of the Record Maintenance Application.

4. If the record was located the abbreviated name of the carrier and time of weigh information will be displayed and the cursor will be set to the PLATE input field for entry of a new PUC plate number.

5. After the plate number has been entered, the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the Weighmaster answers NO the cursor will return to the PLATE field. If information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate corrections the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

9.4 CHRONIC OFFENDER REVIEW APPLICATION

The following describes the screen presented to the operator upon selection of the Chronic Offender Review Application for execution. This application is used to confirm the assignment of Chronic Offender status to a carrier. The carrier displayed will have been identified as a Chronic Offender through violation statistics recording. When a violation points threshold is reached the local database will receive an updated NAME RECORD with the WM-FLAG set to non-zero to indicate Chronic Offender status.

```
(Reserved for operator prompts                                          )
(Reserved for messages                                                  )
                              CHRONIC OFFENDER REVIEW
                                                          DATE:[        ]
                                                          TIME:[     ]

NAME:[                                  ]
ADDR:[                                ]
CITY:[             ]    STATE:[  ]    ZIP:[     ]

AUTH. STATUS:[    ]

TOTAL VIOLATIONS:[   ]  TOTAL POINTS:[   ]


(Reserved for comments                                                  )
(Reserved for error messages                                            )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution. The date will be displayed in the MM/DD/YY format and time will be displayed in HH:MM format.
NAME ADDR CITY STATE ZIP	These fields will contain the registered owner address information as taken from the NAME RECORD.
AUTH. STATUS	This field will contain the 4 character authority status as taken from the ACTION field in the NAME RECORD.

TOTAL VIOLATIONS — This field will contain a count of violations received as taken from the CITATION TRACKING RECORD.

TOTAL POINTS — This field will contain a count of points associated with the total violations as taken from the CITATION TRACKING RECORD.

PROMPTS

"ENTER AUTHORITY NUMBER"

MESSAGES

"ENTER 7 CHARACTERS"
"SEARCHING FOR RECORD"
"NOT ON FILE AS CHRONIC OFFENDER"
"INVALID ENTRY! - PLEASE CORRECT"

CHRONIC OFFENDER REVIEW SYNOPSIS

1. When initially presented to the Weighmaster all display fields on the screen will be void of data and the prompt "ENTER AUTHORITY NUMBER" will be displayed on the prompt line.

2. When the authority number is entered the message "SEARCHING FOR RECORD" will be displayed. If Chronic Offender information cannot be located for this authority number the message "NOT ON FILE AS CHRONIC OFFENDER" will be displayed and the application will be ready for another execution.

3. If the carrier is noted as a Chronic Offender the carrier information will be displayed and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

9.5 CITATION MODIFICATION APPLICATION

Citations which have been issued can be modified and reprinted, modified internally with notations, or can be deleted from the system as an active citation. The prime function of this application will be for noting legalizations of vehicles through off-loading or load shifting. An audit trail of citations changed or deleted will be maintained in the form of a CITATION MODIFICATION RECORD for management report generation. If the citation is deleted the corresponding CITATION TRACKING RECORD total of violations and total violation points for Chronic Offender tracking will also be adjusted.

Modification or deletion of a citation will result in an image of the new citation, or an image of the original citation with changes if a new citation was not printed, or a record identifying a deleted citation being sent to the ODOT host. Reference Appendix K for the citation record format to be sent to the host.

The following describes the screen presented to the operator upon selection of the citation correction application for execution. The screen and data displayed is the same as was described for citation writing and will not be redescribed here.

PROMPTS

"ENTER CITATION NUMBER"
"CORRECT OR DELETE CITATION?"
"DO YOU REALLY WANT TO DELETE THIS CITATION (Y/N)?"
"LEGALIZED THROUGH OFF-LOADING (Y/N)?"
"LEGALIZED THROUGH LOAD SHIFTING (Y/N)?"
"IS ALL INFORMATION CORRECT (Y/N)?"
"PRINT CITATION ON WHICH PRINTER?"

MESSAGES

"USE ORIGINAL NUMBER PRINTED ON CITATION"
"SEARCHING FOR CITATION"
"UNABLE TO LOCATE CITATION"
"PRINTER '1' OR '2' OR LEAVE BLANK"
"ENTER NEW CITATION NUMBER"
"ENTER 'C' FOR CORRECTION, 'D' FOR DELETION"

CITATION CORRECTION SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the prompt "ENTER CITATION NUMBER" and the message "USE ORIGINAL NUMBER PRINTED ON CITATION" will be displayed.

2. After entry of the citation number the message "SEARCHING FOR CITATION" will be displayed while the Supervisory System attempts to find a CITATION RECORD. If the citation cannot be found the message "UNABLE TO LOCATE CITATION" will be displayed. The record may have been deleted during

database record maintenance, although local maintenance procedures instituted should allow records to remain active for a period of time long enough to eliminate this possibility.

3. When the citation has been located the citation data will be displayed on the screen in the same format as the citation creation screen and the prompt "CORRECT OR DELETE CITATION?" and message "ENTER 'C' FOR CORRECTION, 'D' FOR DELETION" will be displayed.

4. If the response requests a citation deletion the prompt "DO YOU REALLY WANT TO DELETE THIS CITATION (Y/N)?" will be displayed. If the Weighmaster responds with YES the citation will be deleted from the database, all fields will be cleared, and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

5. If a citation correction was requested the prompts "LEGALIZED THROUGH OFF-LOADING (Y/N)?" and "LEGALIZED THROUGH LOAD SHIFT (Y/N)?" will be presented to the Weighmaster. After making the appropriate responses and any other changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

6. When all fields have been entered the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be moved to the LAST name field entry. If information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. If the response was YES the prompt "PRINT CITATION ON WHICH PRINTER?" and the message "PRINTER '1' OR '2'OR LEAVE BLANK" will be displayed. If a printer number was entered the system will make it mandatory that the Weighmaster enter a new citation number as shown on the pre-printed citation form next to be printed upon. If a printer number is not entered then only the internal system representation of the citation will be modified.

7. When all processing is complete a CITATION MODIFICATION RECORD will be created, all fields will be cleared and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

10.0 REPORT GENERATION APPLICATIONS

The STATISTICS RECORD and the CITATION RECORD are the primary sources of data for management reports. The PUC Daily Weight Report and all of the Daily Summaries will be generated directly from these records, while the Monthly Triples Activity Report, Monthly Operations Summary, and Monthly Productivity Progress Report will be generated from data extracted daily from these records. The Monthly Citation Modification Report is generated from CITATION MODIFICATION RECORDs created during execution of the Citation Modification Application and the Monthly Statistics Modification Report will be generated from STATISTICS MODIFICATION RECORDs created during execution of the Vehicle Statistics Modification Application. Quarterly reports will be created by rolling-forward monthly report data.

To collect monthly report data without Weighmaster intervention a time-triggered unattended program will execute daily to extract the required data from the previous days STATISTICS RECORDs and CITATION RECORDs.

It should be noted that some reports may not always contain complete information when printed, e.g., commodity and vehicle type in the PUC Daily Weight Report. This will be the result of vehicles having been sent to the bypass lane.

Report application programs provided include:

PUC Daily Weight Report Application
Daily Summary Reports Application
Monthly/Quarterly Triples Report Application
Monthly/Quarterly Operation Summary Application
Monthly/Quarterly Statistics Modification Report Application
Monthly/Quarterly Citation Modification Report Application
Monthly/Quarterly Productivity Progress Summary
Monthly/Quarterly Chronic Offender Report

ALL SUMMARIES	Optional YES entry to select production of all summaries.
DAILY OPERATION SUMMARY AVG. GROSS WEIGHT BY HOUR SUMMARY VEHICLE CLASS BY HOUR SUMMARY COMMODITY BY HOUR SUMMARY CITATIONS BY HOUR SUMMARY	Optional YES entries for selecting desired summaries.

PROMPTS

"PRINT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"INVALID ENTRY! - PLEASE CORRECT"
"PRINTER '1' OR '2'?"

COMMENTS

"ENTER DATE AS MMDDYY"
"ENTER 'Y' OR LEAVE BLANK"

DAILY SUMMARY SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the STARTING DATE input field.

2. The STARTING DATE entered will reflect the beginning 24 hour period for which the summary is to be produced. If an ENDING DATE is entered all 24 hour periods through the ending date will be produced.

3. The Weighmaster has the option of using a single entry to select generation of all summaries or to select any number of the summaries for generation. At least one summary output selection must be made before the summary selection fields can be exited.

4. When all selections have been made (the Weighmaster has moved the cursor through the last entry field or has selected that all summaries be generated) the prompt "PRINT ON WHICH PRINTER?" will be presented to the Weighmaster.

5. When all entries are completed the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to the STARTING DATE entry field. If input information needs to be

10.8 MONTHLY/QUARTERLY CHRONIC OFFENDER REPORT APPLICATION

The following describes the screen presented to the operator upon selection of the Monthly/Quarterly Chronic Offender Report Application. Using this application the Weighmaster will be able to generate a month-to-date or quarter-to-date report identifying carriers declared to be Chronic Offenders during the specified time period, or a report of all carriers noted to be Chronic Offenders. The report will consist of the violation history leading to Chronic Offender status. Reference Appendix M for report output format.

```
(Reserved for operator prompts
(Reserved for messages                                                    )
                                                                          )
                    MONTHLY/QUARTERLY CHRONIC OFFENDER REPORT

                                                          DATE: [        ]
                                                          TIME: [     ]

  REPORT FOR MONTH: [     ]

REPORT FOR QUARTER: [    ]

         REPORT ALL: [ ]

(Reserved for comments
(Reserved for error messages                                              )
                                                                          )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution and will be used as the report creation time. These fields are set after responding to the report selection entry and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

REPORT FOR MONTH	Optional month entered in MMYY format to select month-to-date report.
REPORT FOR QUARTER	Optional quarter entered in QYY format to select quarter-to-date report.
REPORT ALL	Optional YES entry to produce a report of all Chronic Offenders.

PROMPTS

"PRINT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"SELECT PRINTER '1' OR '2'"
"INVALID ENTRY! - PLEASE CORRECT"
"ENTER 'Y' OR LEAVE BLANK"

COMMENTS

"ENTER MONTH IN MMYY FORMAT"
"ENTER QUARTER IN QYY FORMAT"

MONTHLY/QUARTERLY CHRONIC OFFENDER REPORT SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the first report selection entry.

2. The Weighmaster can select a month-to-date report or quarter-to-date report identifying those carriers assigned this status within the selected period, or a report of all carriers assigned Chronic Offender status. At least one report output selection must be made before report output selection can be exited.

3. When the appropriate selections have been made the prompt "PRINT ON WHICH PRINTER?" will be presented to the operator. When a printer has been selected the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed to the Weighmaster. If the response is NO the cursor will be returned to the report selection field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected, reenter the information, and respond to the output prompts again. Upon positive response to these questions the report will be generated, all input fields will be cleared, the cursor will be returned to the report selection entry field and the application is ready for another

execution. If another execution is not desired the ESCAPE key can be used to return to the previous menu.

APPENDICES

A PUC/WEIGHMASTER DEFINITIONS

Vehicle Type

1 = Truck
2 = Truck and Pole Trailer
3 = Truck-Tractor and Semi
4 = Truck and Trailer
5 = Train or Double Semi
6 = Triples
7 = Dromedary Truck and Semi
8 = Other

Commodity Codes

1 = Logs
2 = Other
3 = Lumber Products
4 = Gravel Products
5 = Machinery
6 = Chips, Sawdust, etc.
7 = Hazardous Materials
8 = Petroleum, Compressed Gas, Corrosives
9 - Radioactive

Violation Point Assignment Conversion Table

		Points
Amount Overweight	3000 - 5000	1
	5100 - 7500	2
	7600 - 10000	3
	10100 - 12500	4
	12600 and over	5
Failure or Refusal to Weigh		10
Height, Width or Other Violation		2

K CITATION RECORD FORMAT

PACKET FORMATS

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	1	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
CITATION ACTION-TYPE	X	0 = NEW CITATION 1 = MODIFIED CITATION 2 = DELETED CITATION
ORIGINAL CITATION NUMBER	X(10)	VALID ONLY IF CITATION ACTION-TYPE = 1
STATION	2409	2409 = WOODBURN THE STATION CODE WILL IMPLICITLY IDENTIFY COUNTY, COURT AND VIOLATION LOCATION PORTION OF CITATION.
CITATION DATE	X(6)	ISSUE DATE IN MMDDYY
CITATION TIME	X(4)	ISSUE TIME IN HHMM
TIME AM/PM	X	A = AM P = PM
D-LAST	X(18)	DRIVER'S LAST NAME
D-FIRST	X(15)	DRIVER'S FIRST NAME
FILLER	X(8)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	2	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
D-MIDDLE	X(15)	DRIVER'S MIDDLE NAME
D-ADDR	X(48)	DRIVER'S ADDRESS
FILLER	X(4)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	3	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
D-CITY	X(25)	DRIVER'S CITY
D-STATE	X(2)	DRIVER'S STATE
D-ZIP	X(5)	DRIVER'S ZIPCODE
D-DOB	X(6)	DRIVER'S DATE OF BIRTH IN MMDDYY
D-SEX	X	DRIVER'S SEX - M = MALE F = FEMALE
D-OPERATOR NUMBER	X(10)	DRIVER'S LICENSE NUMBER
VEHICLE NUMBER	X(10)	VEHICLE LICENSE NUMBER
PUC NUMBER	x(6)	PLATE NUMBER
FILLER	X(2)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	8	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
REMARKS	X(3)	LAST PART OF REMARKS FIELD
O-NAME	X(34)	OWNER'S NAME
O-ADDR	X(30)	OWNER'S ADDRESS

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	9	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
O-CITY	X(13)	OWNER'S CITY
O-STATE	X(2)	OWNER'S STATE
O-ZIP	X(5)	OWNER'S ZIPCODE
APPEAR TIME	X(4)	COURT APPEARANCE TIME IN HHMM
APPEAR AMPM	X	COURT APPEAR TIME - A = AM, P = PM
APPEAR DAY	X(2)	APPEAR DAY OF MONTH
APPEAR MONTH	X(3)	APPEAR MONTH - JAN-DEC
APPEAR YEAR	X(2)	APPEAR YEAR
BAIL	X(6)	NO $ OR DECIMAL POINT - RIGHTMOST 2 DIGITS = 00 IF NO CENTS VALUE IN BAIL
WEIGHMASTER	X(2)	EMPLOYEE NUMBER
FILLER	X(27)	

M MONTHLY/QUARTERLY CHRONIC OFFENDER REPORT FORMAT

MONTHLY CHRONIC OFFENDER REPORT
(or QUARTERLY or FULL)

Report Month: MM/YY (or Quarter: QYY or blank if full report)
Creation Date: MM/DD/YY
District Number: 13
Creation Time: HH:MM
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Citation Date	Company Name	PUC Plate	Driver Name	Violation	Permit Violation	Commodity
MM/DD/YY	XYZ Trucking	AAA123	John Doe	5000 TA/OL	Yes	Grain
MM/DD/YY	ABC Freight	BBB345	Billy Bob	Fail to Stop		

9405

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: May 13, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IR-5-5(78)274
Woodburn Truck Scales
Marion County

I request approval to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

The additional cost of this project was partially due to implementing some prototype design elements such as those used in the truck inspection buildings, the sewage disposal system, and the variable message sign. This, along with having underestimated on the original authorization, accounts for the cost overrun.

The preliminary engineering costs are $170,920.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attach.
cc: P. Singer
General Files
Region 2

Form 734-3122 (1-87)

9905

4-29-87

FUNCTIONAL SPECIFICATION

FOR

STATE OF OREGON

DEPARIMENT OF TRANSPORTATION

WOODBURN S.B. PORT OF ENTRY

WEIGH STATION APPLICATION

MARCH 24, 1987

REVISIONS: APRIL 29, 1987

AUTHOR: D. A. Rytter
Motorola Computer Systems, Inc.

Approval Signatures

Motorola Computer Systems, Inc.	State of Oregon
B. Irvine Date	L. Rulien Date
Director of Engineering	State Highway Engineer

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I	PUC NAME RECORD FORMAT
J	PUC PLATE RECORD FORMAT
K	CITATION RECORD FORMAT
L	PUC DAILY WEIGHT REPORT RECORD FORMAT

TRADEMARKS

UNIX is a trademark of AT&T Bell Laboratories
SYSTEM V/68 is a trademark of Motorola, Inc.
INFORMIX-4GL, INFORMIX-SQL and C-ISAM are trademarks of Relational Database Systems, Inc.

1.0 PURPOSE OF FUNCTIONAL SPECIFICATION

This document is intended to describe the scope and content of the State of Oregon Department of Transportation, Woodburn S.B. Port of Entry, Weigh Station Application being developed by Motorola Computer Systems, Inc.

After final review and revision this document will be signed by both Motorola and the State indicating mutual agreement as to the system to be installed; however, this agreement is not intended to prohibit design changes incurred as a result of automatic vehicle identification/weigh-in-motion equipment and Motorola equipment interconnection constraints or to prohibit modification of application requirements of benefit to the State, so long as both parties agree to such changes in writing.

2.0 SUPERVISORY SYSTEM OVERVIEW

Supervisory System/AVI/WIM Automated Vehicle Processing

The Supervisory System will provide for the automated processing of vehicles passing through the weigh station. The system design specified will eliminate the necessity of having all vehicles report to the static scale for weighing, assuming they are transponder equipped.

To accomplish this, the Supervisory System will interface to the currently installed AVI/WIM equipment. The Supervisory System will make the final determination as to the reporting status of a vehicle based upon weight information received from the WIM and PUC vehicle information stored in the local database. This automated weighing and sorting function will execute without interaction with the Weighmaster.

The weigh station application will not be dependent upon the AVI/WIM equipment to be operational to perform its functions; only the automated report/bypass sorting capability will be lost if the WIM is not functional.

Weighmaster Functions

The Supervisory System will assist the Weighmaster in those tasks normally performed as manual operations. For static scale weighing the Supervisory System will interface to the static scale to provide the Weighmaster with axle weights and will display information from the database regarding the PUC registration of the vehicle. Citation writing and Chronic Offender identification procedures will be automated to eliminate much of the manual intervention required to perform these functions.

Management Reports

Automated functions will be provided for the collection of vehicle statistics to be used in the generation of management reports. From these collected statistics daily weight reports and statistical summaries will be available. In addition, as Weighmaster Supervisory System skill levels increase special reports can be created through interactive database interrogation using the Structured Query Language.

Host Communications

Up-to-date information regarding the PUC licensing status of a vehicle will be available to the Weighmasters at all times as records in a relational database; facilities for downloading revised records from the host mainframe will be provided to accomplish this. Facilities for uploading management reports to the host will also be provided.

Inquiry capabilities to the ODOT mainframe will also be provided.

System Maintenance

Procedures will be provided for system and database backup and restore functions.

3.0 SUPERVISORY SYSTEM APPLICATIONS OVERVIEW

Applications of the following categories and functions will be provided:

WEIGH STATION PARAMETERS APPLICATION

This application will be used to set weigh station application program parameters of:

Inspection Date Threshold - The Weighmaster will be able to instruct the Supervisory System to signal any vehicle which has not had a safety inspection within 'x' days to report to the static scale.

Update Program Interval - The Weighmaster will be able to set the frequency of execution, in minutes, of the unattended program which processes database updates from the host, and schedules PUC Weight Reports and citation images for transmission to the host.

Statistics Collection Time - The Weighmaster will be able to set the time of day that the unattended time-triggered monthly statistics collection program will wake-up and execute. This program will execute once daily to extract data from the previous days statistics for monthly report statistics.

WEIGHMASTER APPLICATIONS

WIM Interface - This application will execute as an unattended program providing the interface between the Motorola equipment and the CMI-Dearborn WIM/AVI equipment for the realtime sorting of vehicles.

Static Scale Weigh - This application will be the main application used by the Weighmaster. The application will accept vehicle information from the Weighmaster, look up and display PUC and other data from the database, and read weight data from the Weigh-Tronix static scale.

Citation Writing - This application will be used to input violation information and print a citation on preprinted forms. An image of the citation will also be prepared for transmission to the host.

PUC Plate Number Assignment - This application will be used to update the temporary vehicle identification number, assigned by the Weighmaster and saved in the Supervisory System vehicle statistics when an unregistered vehicle reported for a static weigh, with a plate number assigned by the local PUC representative.

Chronic Offender Review - This application will be used to confirm the assignment of Chronic Offender status to a carrier.

Citation Modification - The prime function of this application will be the notation on previously written citations of load legalizations through off-loading or load shifting. This application can be used to modify and reprint citations, to modify only the database copy of the citation, or to delete citations from the database. An audit trail of citations which have been changed will be maintained for management report purposes. An image of

the modified citation, or a record identifying the deleted citation, will be prepared for transmission to the host.

Vehicle Statistics Modification - This application will be used to modify or delete vehicle statistics which would be reported in the PUC Daily Weight Report. An audit trail identifying weigh statistic records which have been changed or deleted will be maintained for management report purposes.

REPORT GENERATION

PUC Daily Weight Report - This application will be used to produce a printed copy and/or file for transmission to the host of the PUC Daily Weight Report. The Weighmaster will be able to specify the starting and ending periods for which the report is to be produced.

Daily Summary Reports - This application will be used to produce a printed copy of the:

Daily Operation Summary
Average Gross Weight By Hour Summary
Vehicle Class By Hour Summary
Commodity By Hour Summary
Citations By Hour Summary

Monthly/Quarterly Triples Activity Report - This application will be used to produce a month-to-date or quarter-to-date report identifying the triples which have passed through the weigh station.

Monthly/Quarterly Operation Summary Report - This application will be used to produce a month-to-date or quarter-to-date Weigh Station Operation Summary Report.

Monthly/Quarterly Statistics Modification Report - This application will be used to create a month-to-date or quarter-to-date report identifying vehicle weigh statistics which were modified or deleted from the database.

Monthly/Quarterly Citation Modification Report - This application will be used to produce a month-to-date or quarter-to-date report identifying citations which had been written and then modified or deleted from the database.

Monthly/Quarterly Productivity Progress Summary - This application will be used to produce a month-to-date or quarter-to-date summary by employee number identifying weigh station production during the hours that the employee worked.

HOST COMMUNICATIONS

File Transfers - File transfer capability, using 3770 emulation, for updating the PUC NAME and PLATE records in the Supervisory System database and for transfering the PUC Daily Weight Report and citation images to the host will be provided.

3278-2/-5

Host Inquiry - This application will allow 3270 terminal emulation for host inquiry operations.

SYSTEM MAINTENANCE

Record Maintenance Application - This application will be used to delete from the database those records maintained by the Supervisory System as the source for weight reports, daily, monthly and quarterly summaries, when they are considered to be of no further historical value.

Database Backup and Restore - Utility programs for tape backup and restore of the database will be provided through UNIX-executable scripts.

System Files Restore - When the system is installed a complete copy of system-level software will be provided for purposes of restoring a "crashed" system. This function should be executed only by Motorola support personnel.

Initial Database Record Load - A UNIX-executable script will be provided for executing the utility program to load the initial PUC NAME and PLATE record database from tape.

4.0 SUPERVISORY SYSTEM SECURITY

System security will be provided through the security features built-in to the operating system and the relational database. Access capabilities will be as follows:

WEIGHMASTERS

At the operating system level, each Weighmaster to have access to the system will be assigned a login identification equal to their Weighmaster Number and a unique password chosen by the individual Weighmaster or assigned by the Chief Weighmaster. These login identifiers and passwords will only allow access to the Weigh Station Application. A list of user identifiers needs to be provided by the State prior to system installation.

At the application program level, specific programs within the Weigh Station Application can be protected from general access by assigning their use to a specific login identifier. Applications assigned to this level of protection might be those involving the changing of information in citations or vehicle statistics. If this is desirable then a list of the applications to be protected and users requiring access to those applications needs to be provided by the State during the software development process. A facility will be provided to allow the site System Administrator to dynamically assign application program access privileges.

UNIX SYSTEM ADMINISTRATOR

The UNIX operating system provides unlimited system access to a password reserved for a System Administrator. This is generally reserved for a person charged with system maintenance responsibilities and who has an understanding of the UNIX operating system. For the Weigh Station Application the System Administrator needs only a limited knowledge of the system; instructions on assigning/removing users from the system, checking data file integrity, starting-up/terminating the system, starting-up/terminating host communication applications, etc. will be provided when the system is installed.

The standard UNIX login identifier "root" and a password unique to the site will be assigned for this function.

5.0 WEIGH STATION APPLICATION PROGRAM EXECUTION

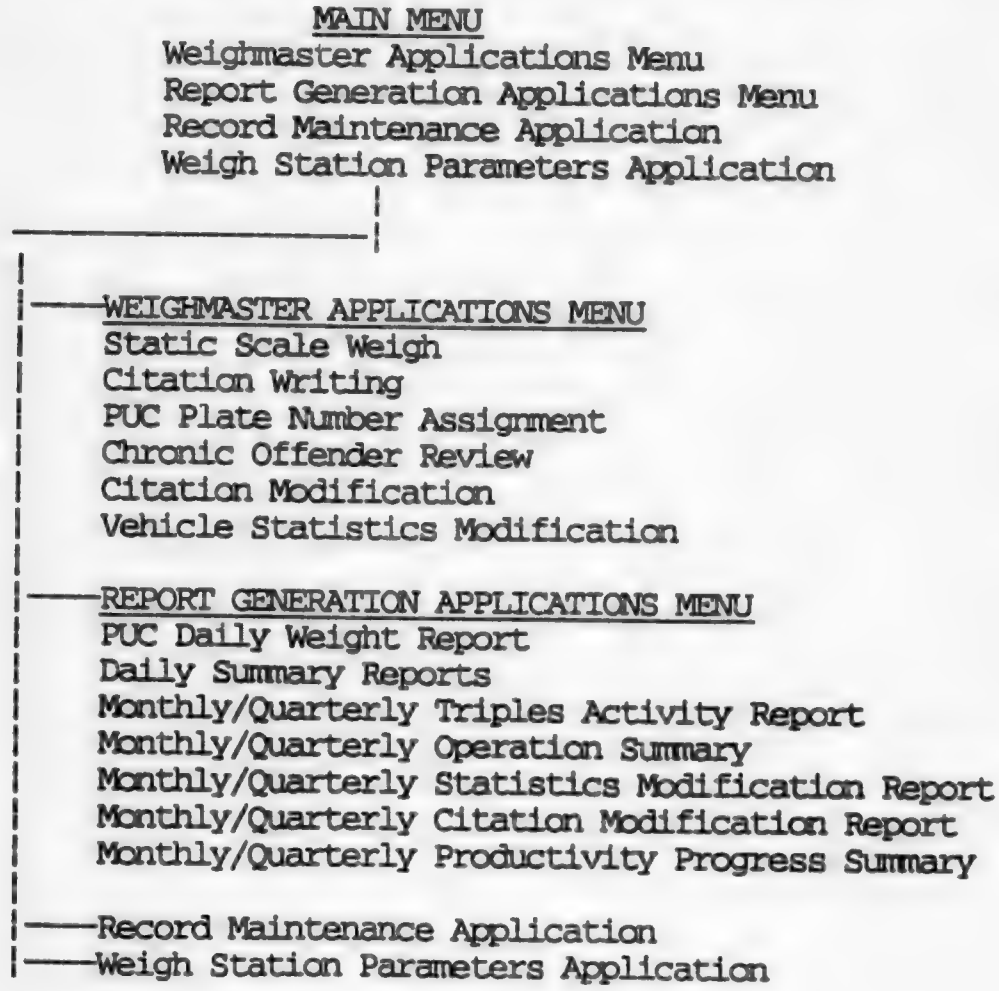
5.1 WEIGH STATION APPLICATION START-UP

The Relational Database Systems, Inc., INFORMIX-4GL fourth generation application language will be used to develop the weigh station applications. Using the facilities provided by UNIX and INFORMIX-4GL the system will be designed to shield the Weighmaster from having to have any special knowledge to start-up and login to the general daily applications. The assumption here of course, is that the system has been powered-on and UNIX has been booted.

When the Weighmaster executes the system login procedure, responding to the UNIX idle screen prompts for login identification and password, the system will automatically start the Weigh Station Application if it is not already running, and bring the user into the main menu of the application system. If the user had been executing Weighmaster applications but had exited to the UNIX shell to start some other program, e.g., to perform a host inquiry operation, the Weigh Station Application can be restarted by typing in the application name "Weigh" from the UNIX shell.

5.2 APPLICATION PROGRAM SELECTION

The application system will be developed as a set of hierarchial menus which guide the Weighmaster to the entry point of the application to be executed. The menu tree is as follows:



5.3 WEIGH STATION APPLICATION TERMINATION

Termination of the Weigh Station Application will automatically occur as the main menu is exited as a result of pressing the CONTROl/E key.

6.0 SUPERVISORY SYSTEM/AVI/WIM VEHICLE PROCESSING

The prime function of the Supervisory System will be to interact with the AVI/WIM equipment in the decision to send a vehicle to the bypass lane or to the report lane. Therefore, it is critical that all data to be evaluated in the report/bypass decision be carefully defined.

The following defines the flow and decision criteria to be used in processing a vehicle from the point of AVI/WIM detection through the static scale weigh. Processing functions which involve only the WIM and its associated hardware are not described.

```
**************************************************
*  NOTE: When the system is implemented          *
*  Steps 1 - 3 will pe performed without         *
*  any Weighmaster interaction.                  *
**************************************************
```

1. If the WIM is not functioning processing begins at Step 4.

2. As a vehicle enters the weigh station the AVI/WIM will attempt to acquire the vehicle identification, height and axle weights. The WIM will build a vehicle packet consisting of a vehicle record and one axle record per axle detected and send these to the Supervisory System. If the AVI was unable to detect a transponder on a vehicle the vehicle identification field in the vehicle record will be null.

3. The Supervisory System will determine the processing action to take based upon the vehicle identification number and WIM processing flags received in the vehicle record and PUC vehicle information stored in the database.

   3a. If the vehicle identification number field in the vehicle record is null,

   OR

   the WIM data in the vehicle record indicates a vehicle sensing error occured:

   - manipulation error
   - excessive speed change
   - too slow
   - too close to preceding vehicle

   OR

   the WIM data indicates that the vehicle was randomly selected for a safety inspection

   OR

   the WIM data indicates that the vehicle was overheight, processing will continue at Step 3e.

3b. If the WIM was able to read the vehicle identification number the Supervisory System will read the PLATE RECORD and NAME RECORD from the database. The vehicle identification number (transponder identification) is the key to the PLATE RECORD and the PLATE NUMBER field in the PLATE RECORD is the key to the NAME RECORD.

If the first character (left-most position) of the ACTION field in the NAME RECORD contains a numeric value, indicating an invalid carrier authority

OR

if the last safety inspection date in the SAFETY-DATE field in the PLATE RECORD is outside of the Weighmaster set safety inspection date threshold

OR

if the ACTION-CODE field in the PLATE RECORD contains a numeric value, indicating the vehicle is carrying an invalid plate, processing will continue at Step 3e.

3c. If the vehicle satisfies PUC carrier authority and plate checks

AND

the WIM vehicle record does not contain an overweight indication

the Supervisory System will build a WIM override record indicating that the WIM should set the "bypass" lane light, send the override record back to the WIM, and create a STATISTICS RECORD for this vehicle. Processing will restart at Step 1.

3d. If the vehicle satisfies PUC carrier authority and plate requirements but the WIM has detected an overweight condition the Supervisory System will determine if an extended weight permit is in effect for the vehicle. If the OVER-WGT-PERM field in the PLATE RECORD is non-zero and the vehicle is within maximum weight limits the Supervisory System will build a WIM override record indicating that the WIM should set the "bypass" lane light, send the override record back to the WIM, and create a STATISTICS RECORD for the vehicle. Processing will restart at Step 1.

If the vehicle is not within legal weight limits processing will continue at Step 3e.

3e. A WIM override record will be created indicating that the WIM should set the "report" light, the record will be sent to the WIM and processing will continue at Step 4. If the vehicle had a PUC plate number a STATISTICS record will be created.

4. When the vehicle reaches one of the static scales the Weighmaster will enter the PUC plate number, commodity code and vehicle type.

4a. If the vehicle has a visible PUC plate number for the Weighmaster to enter, the Supervisory System will read the PLATE RECORD and NAME RECORD for the vehicle and display

from the NAME RECORD:

- registered owner name from the NAME field
- carrier authority status from the ACTION field
- indication of Chronic Offender status from the WM-FLAG field

AND

from the PLATE RECORD:

- plate status from the ACTION-CODE field
- safety inspection status from the SAFETY-CODE field
- VIN from the VEHICLE-ID field
- declared weights from the WEIGHT fields
- extended weight permit indication from the OVER-WGT-PERM field

AND

AND

from the WIM data for transponder equipped vehicles:

- indication that the vehicle is reporting as a result of a overweight, overheight or random safety check

Processing will continue at Step 5.

4b. If the vehicle does not have a PUC plate number the Weighmaster will be able to:

- enter a temporary PUC plate number or an "E"xempt indicator
- enter a registered owner's name as displayed on the side of the vehicle

Processing will continue at Step 5.

5. As each vehicle axle, or set of axles, "settles" on the weigh platform the Weighmaster will cause the Supervisory System to read the weight from the scale and display the weight on the terminal. The Weighmaster will be able to:

- accumulate the weight of all axles

- select combinations of weights read for group axle weight calculations

- clear all weights read and restart the weight acceptance process, if necessary

6. The Supervisory System will create a STATISTICS RECORD for the vehicle and static scale processing will begin again at Step 4.

PROCESSING LIMITATIONS:

1. As currently installed the WIM will transmit data at 1200 bps. It has been proposed by Advanced Digital Engineering Corporation that the WIM can be upgraded to transmit to the Supervisory System at a maximum data rate of 4800 bps. Using the 7 axle example stated in the Request For Proposal, and the latest definition of WIM processing requirements and record definitions, the transmission time required at 4800 bps to receive/transmit the vehicle, axle, and override data will consume approximately 170 milliseconds of the prescribed 500 millisecond processing time. This leaves approximately 330 milliseconds to access the associated NAME and PLATE RECORDs, determine the PUC status of the vehicle, add a STATISTICS RECORD to the database, and build and send an override record to the WIM. With the amount of processing inherent in the proposed system design the override packet to be returned to the WIM may not always arrive within the prescribed time limit.

Motorla is providing high performance hardware and the WIM processing portion of the Weigh Station Application is to be written to be performance oriented. Motorola can only give a guarantee to provide performance processing time within the physical confines of Motorola equipment. This is bounded by receipt of the complete WIM vehicle packet by the system, processing of the data by the application, and initiating the return transmission of the override packet. Motorola cannot guarantee processing priorities of non-Motorola supplied equipment/software. Within this framework Motorola will strive to perform the required processing within the required time.

need to specify response time parameters (90% - 300ms? 100% - 330ms?)

2. The Supervisory System will not be able to determine the distances between the axles on a static weigh for purposes of determining the various group axle weight restrictions; this procedure will have to be performed as done now.

3. Axle weight information read by the WIM will not be utilized by the Supervisory System in the static weigh procedure. The reasons are as follows:

a. The described processing eliminates dependence upon the WIM to perform a static scale weigh.

b. The WIM records cannot be located in the database for those vehicles not having a transponder and PUC plate number.

c. The data from the WIM which contains a "manipulation error" indicator will not be accurate.

How do you match records? does this eliminate the need?

7.0 TERMINAL USAGE

7.1 SCREEN DISPLAY FORMAT

Application program data entry and display screens will conform to the INFORMIX-4GL standard of reserving line 1 for operator prompts for input, line 2 for displaying instruction or information messages to the operator, lines 3 through 22 for displaying the input/output fields, line 23 for displaying a comment relating to the input field which the operator is entering, and line 24 for error messages produced by the relational database management system.

7.2 KEYBOARD FUNCTIONS

Movement through the application data entry screens will be controlled by specific reserved keys. CONTROL/"key" keys are a two key combination consisting of the control key and the specified key depressed in a single keystroke.

MENU USAGE

LEFT ARROW RIGHT ARROW UP ARROW DOWN ARROW SPACEBAR	The ARROW keys and the SPACEBAR will be used to move the cursor from one menu option to the next.
RETURN	The RETURN key will be used to select an application for execution from the menu options.
CONTROL/E	The CONTROl/E key will be used to exit the current menu and return to the menu from which it was called, or to exit and terminate the Weigh Station Application if pressed while in the highest-level menu.

APPLICATIONS USAGE

LEFT ARROW RIGHT ARROW UP ARROW DOWN ARROW	The ARROW keys will be used to move from input field to input field as input is completed, or to move from character to character within an input field.
RETURN	The RETURN key will be used to move from input field to input field as input is completed.
CONTROL/E	The CONTROL/E key will be used to exit an application and return to the menu from which it was called. If this action is taken while entering data the transaction is aborted and no changes to the database will occur.
ESCAPE	The ESCAPE key can be used to indicate to the application program that all input is complete, e.g. the Weighmaster may have responded to all input requirements of an application program, returned to an input field to make a correction,

and then wants to signal the end of input without using the ARROW or RETURN keys to skip through all remaining input fields. Application program edits will disallow inappropriate use of this key.

CONTROL/A — This key toggles between insert and typeover mode during field input.

CONTROL/D — This key will cause deletion of characters from the current cursor position to the end of the field.

CONTROL/H — This key moves the cursor non-destructively one space to the left inside an input field.

CONTROL/L — This key moves the cursor non-destructively one space to the right inside a field.

CONTROL/R — This key will cause a redisplay of the screen.

CONTROL/X — This key deletes the character beneath the cursor.

With exception of the CONTROL/E key the above CONTROL/"keys" are provided by the fourth-generation application language as standard features. These key functions are not upper/lowercase sensitive.

It should be noted that two control key activated functions are built into the Motorola hardware and could be accidently activated due to their close proximity to application program CONTROL/A and CONTROL/D keys. The CONTROL/S key inhibits display screen updates, although the data being keyed-in is being processed by the system. If this function is activated the CONTROL/Q key should be depressed to update the display with all data which has been entered.

7.3 DATA INPUT

UPPERCASE/LOWERCASE KEYS

When responding to prompts for input or performing application data entry the Weighmaster will be able to use uppercase or lowercase keys interchangeably. The Supervisory System will make conversions for internal processing as required.

INPUT ERRORS

Where appropriate, input data will be edited for correctness. Error messages will be provided by the application program when a known format or value exists and was incorrectly entered, or by the INFORMIX-4GL software when a declared data type has been violated, e.g. attempting to enter an alpha character into a field defined as requiring numeric input.

8.0 APPLICATION MENUS

The menu system will be developed using the standard menu generation facilities provided by the fourth-generation language. Each menu displayed will show the title of the menu and menu selections on line 1 of the screen and as the cursor is moved from menu selection to menu selection a statement which further defines the selection will be displayed on line 2. To select an option for execution the RETURN key can be used as previously described or the first letter of the option name can be typed.

The format of each menu screen displayed and the definition statement to be displayed is as follows:

MAIN MENU

Line 1 menu options:

MAIN: WEIGH REPORTS MAINT PARMSET

Line 2 option descriptions:

"WEIGHMASTER APPLICATIONS MENU"
"REPORT GENERATION MENU"
"RECORD MAINTENANCE APPLICATION"
"WEIGH STATION PARAMETERS APPLICATION"

WEIGHMASTER APPLICATIONS MENU

Line 1 menu options:

WEIGH: SCALE CITE ASSIGNID REVIEWCO MODCITE VSTATMOD

Line 2 option descriptions:

"STATIC SCALE WEIGH APPLICATION"
"CITATION WRITING APPLICATION"
"PUC PLATE NUMBER ASSIGNMENT APPLICATION"
"CHRONIC OFFENDER REVIEW APPLICATION"
"CITATION MODIFICATION APPLICATION"
"VEHICLE STATISTICS MODIFICATION APPLICATION"

REPORT GENERATION APPLICATIONS MENU

Line 1 menu options:

REPORTS: WEIGHT DAILY TRIPLEMQ OPSMQ STATMODMQ MODCITEMQ PROGMQ

Line 2 option descriptions:

"PUC DAILY WEIGHT REPORT"
"DAILY SUMMARY REPORTS"
"MONTHLY/QUARTERLY TRIPLES ACTIVITY REPORT"
"MONTHLY/QUARTERLY OPERATION SUMMARY"
"MONTHLY/QUARTERLY STATISTICS MODIFICATION REPORT"
"MONTHLY/QUARTERLY CITATION MODIFICATION REPORT"
"MONTHLY/QUARTERLY PRODUCTIVITY PROGRESS SUMMARY"

9.0 WEIGHMASTER APPLICATIONS

Reference Appendix A - PUC/Weighmaster Definitions and Appendix I,J - PUC NAME and PLATE RECORD formats for field definitions often used in the following applications.

9.1 STATIC SCALE WEIGH APPLICATION

The following describes the screen presented to the operator upon selection of the Static Scale Weigh Application for execution. An example describing the static weigh procedure has been provided.

```
(Reserved for operator prompts                                              )
(Reserved for messages                                                      )
                                STATIC SCALE WEIGH
                                                          DATE: [        ]
                                                          TIME: [     ]

       PLATE: [       ]          NAME: [                                  ]
   COMMODITY: [     ]
VEHICLE TYPE: [ ]                 WEIGH NO.    WEIGHT      GROUP AXLE WEIGHTS

                                        1       [   ]
RPRT. REASON: [ ]                       2       [   ]     STARTING     ENDING
PLATE STATUS: [ ]                       3       [   ]     WEIGH NO.    WEIGH NO.
AUTH. STATUS: [     ]                   4       [   ]       [ ] THROUGH [ ]
 WGT. PERMIT: [ ]                       5       [   ]
INSP. STATUS: [ ]                       6       [   ]        GROUP WEIGHT
         VIN: [                    ]    7       [   ]           [    ]
   WGT. SOLO: [     ]                   8       [   ]
  WGT. COMB1: [     ]                   9       [   ]
  WGT. COMB2: [     ]                  10       [   ]
  WGT. COMB3: [     ]                  11       [   ]
                                       12       [   ]
WARNING: [       ]          VEHICLE GROSS: [     ]
(Reserved for comments                                                      )
(Reserved for error messages                                                )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These display fields will reflect the time that the static weigh process for a vehicle was initiated. These fields will be set after entering the PLATE input field and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and the time will be displayed in HH:MM format.
NAME	If this vehicle is registered with the PUC this field will contain the 34 character registered owner name as taken from the NAME field in the NAME RECORD.

RPRT. REASON

This field will indicate the reason for the report condition:
W = overweight
H = overheight
S = safety inspection
O = other

PLATE STATUS

If this vehicle is registered with the PUC this field will contain the single character plate status as taken from the ACTION-CODE field in the PLATE RECORD.

AUTH. STATUS

If this vehicle is registered with the PUC this field will contain the 4 character carrier authority status as taken from the ACTION field in the NAME RECORD.

WGT. PERMIT

If this vehicle is registered with the PUC this field will contain an indication of extended weight permit status. If the OVER-WGT-PERM field in the PLATE RECORD is non-zero this field will contain a "Y" to indicate a valid extended weight permit exists.

INSP. STATUS

If this vehicle is registered with the PUC this field will contain the single character safety inspection code as taken from the SAFETY-CODE field in the PLATE RECORD.

VIN

If this vehicle is registered with the PUC this field will contain the 17 character vehicle identification number as taken from the VEHICLE-ID in the PLATE RECORD.

WGT. SOLO
WGT. COMB1
WGT. COMB2
WGT. COMB3

If this vehicle is registered with the PUC these fields will contain the 4 character declared weights from the weight fields in the PLATE RECORD.

GROUP WEIGHT

Summation of the selected axle weighings into a group axle weight rounded to the nearest 100 pounds.

VEHICLE GROSS

This field will contain the gross vehicle weight.

INPUT FIELD DEFINITIONS

PLATE

1. 6 character PUC plate number as displayed on the vehicle.
2. "E" indicating an exempt vehicle
3. 6 character temporary number for use while vehicle registers at PUC office.

COMMODITY

Up to 4 characters of commodity code.

VEHICLE TYPE	1 character vehicle type code.
NAME	Up to 5 characters of abbreviation of the name as displayed on the vehicle when weighing an unregistered or exempt vehicle.
WEIGHT	Weight of axle(s) as read from the static scale and rounded to the nearest 100 pounds.
STARTING WEIGH NO.	First weighing to use in group axle weight calculation. Weights will be summed from the Starting Weigh No. weight through the Ending Weigh No. weights.
ENDING WEIGH NO.	Last weighing to use in group axle weight calculation.
WARNING	Up to 6 characters of optional data describing a warning given to a driver.

PROMPTS

"ENTER PLATE NUMBER"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"ENTER 6 CHARACTER PLATE, TEMP NUMBER OR 'E' FOR EXEMPT"
"SEARCHING FOR VEHICLE"
"UNREGISTERED VEHICLE"
"ENTER TEMPORARY PLATE NUMBER"
"ENTER NAME"
"CHRONIC OFFENDER"
"CREATING STATISTICS RECORD"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER 1 CHARACTER"
"ENTER 5 CHARACTER NAME ABBREVIATION"
"ENTER UP TO 4 CHARACTERS"
"F17 TO READ, F20 TO RESET WEIGHTS, ESCAPE KEY TO END INPUT"
"ENTER UP TO 2 CHARACTERS, OR ESCAPE KEY TO END INPUT"
"ENTER UP TO 2 CHARACTERS"
"ENTER UP TO 6 CHARACTERS"

STATIC SCALE WEIGH SYNOPSIS

For purposes of explaining axle weighings and group axle weight processing during application execution the example shown here depicts weighing of a vehicle with a twelve axle configuration of:

```
___  _____  _____  _____
o oo  o    oo  o    oo  o    oo  o    oo.
```

Axle weighings will be identified by a "weigh number." A weigh number will define the axle, or set of axles, which were on the scale platform when a weight was read from the scale. The axle configuration above would create axle weigh numbers and weight readings as follows:

```
___  _____  _____  _____
o oo  o    oo  o    oo  o    oo  o    oo.
1 2   3    4   5    6   7    8
```

```
_____________________________________________________________________)
(Reserved for operator prompts                                       )
(Reserved for messages                                               )
                                STATIC SCALE WEIGH
                                                          DATE: [        ]
                                                          TIME: [     ]

      PLATE: [      ]              NAME: [                              ]
  COMMODITY: [    ]
VEHICLE TYPE: [ ]                  WEIGH NO.   WEIGHT      GROUP AXLE WEIGHTS

                                       1       [XXX]
 RPRT. REASON: [ ]                     2       [XXX]    STARTING     ENDING
 PLATE STATUS: [ ]                     3       [XXX]    WEIGH NO.    WEIGH NO.
 AUTH. STATUS: [    ]                  4       [XXX]      [3 ] THROUGH [4 ]
  WGT. PERMIT: [ ]                     5       [XXX]
 INSP. STATUS: [ ]                     6       [XXX]        GROUP WEIGHT
          VIN: [                  ]    7       [XXX]          [ XXX]
    WGT. SOLO: [    ]                  8       [XXX]
   WGT. COMB1: [    ]                  9       [   ]
   WGT. COMB2: [    ]                 10       [   ]
   WGT. COMB3: [    ]                 11       [   ]
                                      12       [   ]
WARNING: [      ]          VEHICLE GROSS: [XXXX]
(Reserved for comments                                               )
(Reserved for error messages                                         )
_____________________________________________________________________
```

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the prompt "ENTER PLATE NUMBER" and the message "ENTER 6 CHARACTER PLATE, TEMP NUMBER OR 'E' FOR EXEMPT" will be displayed.

2. The Weighmaster should respond to the PLATE input request with the plate number, "E" if the vehicle is exempt, or with a temporary plate number if a plate number is not visible on the vehicle.

3. If a plate number was entered a "SEARCHING FOR VEHICLE" message will be displayed. If a PLATE RECORD was found the carrier NAME RECORD will be read. If the WM-FLAG in the NAME RECORD indicates a Chronic Offender a "CHRONIC OFFENDER" message will be displayed.

If the plate number entered could not be located in the database then an "UNREGISTERED VEHICLE" message will be displayed followed by the "ENTER TEMPORARY PLATE NUMBER" message.

4. If a temporary plate number or exempt code was entered the "ENTER NAME" message will be displayed. The Weighmaster should respond with up to 5 characters of abbreviated carrier name.

5. The COMMODITY and VEHICLE TYPE fields should be entered as is appropriate.

6. The cursor will move to the first field in the WEIGHT column and the comment "F17 TO READ, F20 TO RESET WEIGHTS, ESCAPE KEY TO END INPUT" will be displayed. The F17 key will cause an axle weight to be read from the static scale and displayed in the weight field in which the cursor is sitting and the cursor will move down to the next WEIGHT field.

When all axles have been weighed the ESCAPE key can be used to signal the end of the axle weight acquisition. The F20 key can be used to reset all weight columns if the weigh process should be restarted. Up to 12 axles, or sets of axles, can be weighed.

7. The Weighmaster can test group axle weight combinations for overweight violations. Using the weigh numbers, not physical axle counts, the Weighmaster can enter a STARTING WEIGH NO. and a ENDING WEIGH NO. and the weights read up to and through the ENDING WEIGH NO. will be summed as a group axle weight. The Weighmaster will have to determine the legality of the weight using weight tables and a visually determined distance between axles. When the Weighmaster has tested all desired axle groupings the ESCAPE key can be used to terminate the group axle input loop.

The cursor will move to the optional WARNING entry field.

8. After the cursor is moved out of the WARNING field the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to the first entry field. If non-weight information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. When all changes have been made the Weighmaster can use the RETURN or ARROW keys to skip through the remaining entry fields not requiring changes, or use the ESCAPE key to terminate the input operation, resulting in a redisplay of the "IS ALL INFORMATION CORRECT (Y/N)? prompt.

If weight information is to be changed the F20 key can be used to reset all weight columns and the weigh process can be restarted.

9. If the YES response was entered the message "CREATING STATISTICS RECORD" will be displayed, all fields will be cleared, and the application is ready

for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

9.2 CITATION WRITING APPLICATION

The following describes the screen presented to the operator upon selection of the Citation Writing Application for execution. The Weighmaster need only fill in that portion of a citation which varies according to citation and driver information. When the citation is printed the Supervisory System will fill in those fields which are constant to all citations or which can be extracted from the system, e.g. county, owners name, citation location.

Field sizes specified are based upon printing 12 characters per inch on preprinted continuous-feed Oregon Uniform Traffic Citation and Complaint forms. These forms should be designed such that the next citation form to be printed upon has its preprinted citation number visible to the Weighmaster when the form is staged in the printer.

An image of the citation will be sent to the ODOT host for Chronic Offender statistics processing. Reference Appendix K for the citation record format sent to the host.

```
(Reserved for operator prompts                                                )
(Reserved for messages                                                        )
                                CITATION CREATION
                                                                DATE:[        ]
                                                                TIME:[      ]
LAST:[                    ]    FIRST:[                ]    MIDDLE:[                ]
ADDR:[                                                  ]
CITY:[                              ]        STATE:[  ]              ZIP:[      ]
 DOB:[       ]  SEX:[ ]  OPR. LIC. NO:[           ]   VEH. LIC. NO:[           ]
PUC. NO:[       ]  CO. NO:[           ]  YEAR:[  ]  MAKE:[   ]  BODY:[  ]

AXLE OVERLOAD:[      ]   T. AXLE OVERLOAD:[      ]   G. AXLE OVERLOAD:[      ]
VEH. OVERLOAD:[      ]     COMB. OVERLOAD:[      ]   PERMIT VIOLATION:[ ]
FAIL TO WEIGH:[ ]         REFUSE TO WEIGH:[ ]          NO PUC PERMIT:[ ]
OVER HEIGHT - FEET:[  ] INCHES:[  ]              OVER WIDTH - FEET:[  ] INCHES:[  ]
OTHER:[                                          ]   COMMODITY:[             ]
COMMODITY CODE:[     ]  REMARKS:[                                              ]
[                                                                             ]

OWNER'S NAME:[                                  ]
ADDR:[                                  ]
CITY:[             ] STATE:[  ] ZIP:[      ]              CITATION NO:[          ]
APPEAR TIME:[      ]  AM/PM:[ ]  DAY:[  ]  MON:[   ]  YEAR:[  ]  BAIL:[       ]
(Reserved for comments                                                        )
(Reserved for error messages                                                  )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These display fields will reflect the time that the citation writing process was initiated. These fields are set after responding to the PLATE prompt and will remain fixed during execution of the application. The date will be displayed in

	MM/DD/YY format and the time will be displayed in HH:MM format.
PUC. NO.	1. 6 characters of PUC plate number. 2. Blank if not registered with PUC. 3. "E" if exempt.
OWNER'S NAME ADDR CITY STATE ZIP	If this is a PUC registered vehicle this field will contain the registered owner name and address from from the NAME RECORD.
CO. NO.	If this is a PUC registered vehicle this field will contain the 10 character COMPANY-NUMBER field from the PLATE RECORD.
YEAR	If this is a PUC registered vehicle this field will contain the 2 character vehicle MODEL-YEAR from the PLATE RECORD.
MAKE	If this is a PUC registered vehicle this field will contain the 3 character PUC make abbreviation from the MAKE field in the PLATE RECORD.
BODY	If this is a PUC registered vehicle this field will contain the 2 character BODY-TYPE field from the PLATE RECORD.

<u>INPUT FIELD DEFINITIONS</u>

LAST	Up to 18 characters of driver's last name.
FIRST	Up to 15 characters of driver's first name.
MIDDLE	Up to 15 characters of driver's middle name.
ADDR	Up to 48 characters of driver's residential address.
CITY	Up to 25 characters of driver's city.
STATE	2 characters of driver's state.
ZIP	5 characters of zip code.
DOB	6 characters of date of birth in month, day, and year (MMDDYY) format. When printed on the citation this date will be formatted as MM/DD/YY.
SEX	Enter "M" for male, "F" for female.
OPR. LIC. NO.	Up to 10 characters of operators license number.

VEH. LIC. NO.	Up to 10 characters of vehicle license plate number.
CO. NO.	Up to 10 characters of company number for vehicles which were not registered with PUC.
YEAR	2 characters of model year for vehicles which were not registered with PUC.
MAKE	3 characters of PUC vehicle abbreviation for vehicles which were not registered with PUC.
BODY	2 characters of body description for vehicles which were not registered with PUC.
AXLE OVERLOAD	Up to 5 characters of single axle overweight pounds.
T. AXLE OVERLOAD	Up to 5 characters of tandem axle overweight pounds.
G. AXLE OVERLOAD	Up to 5 characters of group axle overweight pounds.
VEH. OVERLOAD	Up to 5 characters of vehicle overweight pounds.
COMB. OVERLOAD	Up to 5 characters of combination axle overweight pounds.
PERMIT VIOLATION FAIL TO WEIGH REFUSE TO WEIGH NO PUC PERMIT	An "X" entered in any of these fields will indicate selection of a violation type.
OVER HEIGHT FEET	Up to 2 characters of excess height in feet.
OVER HEIGHT INCHES	Up to 2 characters of excess height in inches.
OVER WIDTH FEET	Up to 2 characters of excess width in feet.
OVER WIDTH INCHES	Up to 2 characters of excess width in inches.
OTHER	Up to 40 characters of information describing a violation.
COMMODITY	Up to 12 characters of commodity description.
COMMODITY CODE	Up to 4 characters of commodity code.
REMARKS	Up to 137 characters of additional information regarding a violation.
OWNER'S NAME	Up to 34 characters of owner's name for vehicles which were not registered with PUC.
ADDR	Up to 30 characters of owner's street address for vehicles which were not registered with PUC.

CITY	Up to 13 characters of owner's city address for vehicles which were not registered with PUC.
STATE	2 characters of owner's state for vehicles which were not registered with PUC.
ZIP	5 characters of owner's zip code for vehicles which were not registered with PUC.
CITATION NO.	Up to 10 characters of citation number identification. This is the citation number as shown on the preprinted citation form next to be printed.
APPEAR TIME	Court appearance time in hour and minute (HH:MM) format.
AM/PM	Enter "A" or "P" for AM/PM designation for court appearance.
DAY	Numerical day of month of appearance.
MON	JAN - DEC abbreviation of appearance month.
YEAR	2 character year of appearance.
BAIL	1 - 4 characters of dollars, an optional entry decimal point, and optional entry of a 2 character cents field.

1. If the bail amount is in whole dollars only 1 - 4 dollar digits need be entered. The display field will automatically be formatted with a decimal point and "00" cents values.

2. If the bail amount requires a cents value then 1 - 4 dollar digits should be entered, followed by a decimal point and 2 cent values.

3. The application will justify the input and provide a dollar sign.

PROMPTS

"ENTER PLATE NO., 'E' IF EXEMPT, BLANK IF UNREGISTERED"
"IS ALL INFORMATION CORRECT (Y/N)?"
"PRINT CITATION ON WHICH PRINTER?"

MESSAGES

"SEARCHING FOR VEHICLE"
"UNABLE TO LOCATE CARRIER INFORMATION"
"ENTER CITATION DATA"
"PRINTER '1' OR '2'?"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER UP TO 18 CHARACTERS"
"ENTER UP TO 15 CHARACTERS"
"ENTER UP TO 48 CHARACTERS"
"ENTER UP TO 25 CHARACTERS"
"ENTER 2 CHARACTERS"
"ENTER 5 CHARACTERS"
"ENTER DOB AS MMDDYY"
"ENTER SEX AS 'M' OR 'F'"
"ENTER UP TO 10 CHARACTERS"
"ENTER 6 CHARACTERS OF PLATE NO., 'E' FOR EXEMPT, OR LEAVE BLANK"
"ENTER 3 CHARACTERS"
"ENTER UP TO 5 CHARACTERS"
"ENTER AN 'X' TO SELECT"
"ENTER UP TO 2 CHARACTERS"
"ENTER UP TO 40 CHARACTERS"
"ENTER UP 12 CHARACTERS"
"ENTER 1 DIGIT"
"ENTER UP TO 4 CHARACTERS"
"ENTER UP TO 137 CHARACTERS"
"ENTER UP TO 34 CHARACTERS"
"ENTER UP TO 30 CHARACTERS"
"ENTER UP TO 13 CHARACTERS"
"ENTER UP TO 10 CHARACTERS"
"ENTER IN HH:MM FORMAT"
"ENTER 'A' FOR AM, 'P' FOR PM"
"ENTER DAY AS CALENDAR DAY"
"ENTER MONTH AS JAN - DEC"
"ENTER 1 - 4 DOLLAR DIGITS; OPTIONALLY ENTER "." AND 2 CENT DIGITS"

CITATION DATA FILLED-IN BY SUPERVISORY SYSTEM

COUNTY OF	Filled-in as Yamhill County.
COURT	Filled-in as District Yamhill County.
DAY MONTH YEAR TIME	Filled-in from system data.
HIGHWAY	Filled-in as I-5.
AT OR NEAR	Filled-in as Woodburn Scales.
DATE	Filled-in from system data.

WEIGHMASTER NO. Filled-in from Weighmaster login id.

LOCATED AT Filled-in as Woodburn, Ore.

CITATION WRITING SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the prompt "ENTER PLATE NO., 'E' IF EXEMPT, BLANK IF UNREGISTERED" will be displayed on the prompt line.

2. If a plate number was entered the message "SEARCHING FOR VEHICLE" will be displayed while the Supervisory System attempts to find the NAME and PLATE RECORDS for this carrier. If the carrier information cannot be located the message "UNABLE TO LOCATE CARRIER INFORMATION" will be displayed and the Weighmaster can then reenter the correct plate number and try again or leave the field blank to continue with citation processing for an unregistered vehicle.

3. The message "ENTER CITATION DATA" will be displayed and the Weighmaster should enter data into each input field as directed through comments displayed for each field. If a vehicle was not registered with the PUC the application will require Weighmaster entry of data normally displayed from the NAME and PLATE RECORD.

4. When all fields have been entered the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to LAST name entry field. If information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate corrections the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If YES was the response the prompt "PRINT CITATION ON WHICH PRINTER?" and the message "PRINTER '1' OR '2'?" will be displayed. Upon response to the prompt a CITATION RECORD will be created, the citation will be printed on the selected printer, all fields will be cleared and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

9.3 PUC PLATE NUMBER ASSIGNMENT APPLICATION

The following describes the screen presented to the operator upon selection of the PUC Plate Number Assignment Application for execution. This application will be used to overwrite the temporary identification number assigned to the unregistered vehicle at the static scale with the plate number assigned by the local PUC representatives.

```
(Reserved for operator prompts                                          )
(Reserved for messages                                                  )
                              PLATE NUMBER ASSIGNMENT
                                                          DATE: [        ]
                                                          TIME: [     ]

     PLATE: [       ]      NAME: [      ]

WEIGH DATE: [         ]

WEIGH TIME: [      ]


(Reserved for comments                                                  )
(Reserved for error messages                                            )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These display fields will reflect the time and date that this application was selected for execution. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.
NAME	This field will display up to 5 characters of name abbreviation as entered by the Weighmaster and stored in the STATISTICS RECORD during the static scale weigh process.
WEIGH DATE and TIME	These display fields will be set from the STATISTICS RECORD and reflect the time and date that the static weigh process for the vehicle was performed. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

PLATE — 6 character PUC plate number.

PROMPTS

"ENTER TEMPORARY PLATE NUMBER"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"SEARCHING FOR STATISTICS RECORD"
"UNABLE TO LOCATE VEHICLE"
"UPDATING STATISTICS RECORD"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER 6 CHARACTERS"
"ENTER NEW 6 CHARACTER PLATE NUMBER"

PLATE ASSIGNMENT SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the prompt "ENTER TEMPORARY PLATE NUMBER" will be displayed on the prompt line.

2. The prompt should be responded to by entry of the 6 character temporary plate number that was assigned. The message "SEARCHING FOR STATISTICS RECORD" will be displayed on the message line while the Supervisory System accesses the STATISTICS RECORDs looking for this vehicle.

3. If the vehicle STATISTICS RECORD could not be located the message "UNABLE TO LOCATE VEHICLE" will be displayed and the application will return to the plate entry prompt. If the STATISTICS RECORD cannot be found it may have been deleted during execution of the Record Maintenance Application.

4. If the record was located the abbreviated name of the carrier and time of weigh information will be displayed and the cursor will be set to the PLATE input field for entry of a new PUC plate number.

5. After the plate number has been entered, the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the Weighmaster answers NO the cursor will return to the PLATE field. If information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate corrections the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If YES was entered the message "UPDATING STATISTICS RECORD" will be displayed, all fields will be reset and the application will return to the plate entry prompt. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

9.4 CHRONIC OFFENDER REVIEW APPLICATION

The following describes the screen presented to the operator upon selection of the Chronic Offender Review Application for execution. This application is used to confirm the assignment of Chronic Offender status to a carrier. The carrier displayed will have been identified as a Chronic Offender through violation statistics recording performed by the host. When a violation points threshold is reached the local database will receive an updated NAME RECORD with the WM-FLAG set to non-zero to indicate Chronic Offender status.

```
(Reserved for operator prompts                                              )
(Reserved for messages                                                      )
                              CHRONIC OFFENDER REVIEW
                                                          DATE:[          ]
                                                          TIME:[      ]

NAME:[                                  ]
ADDR:[                                ]
CITY:[              ]    STATE:[  ]    ZIP:[     ]

AUTH. STATUS:[     ]


(Reserved for comments                                                      )
(Reserved for error messages                                                )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution. The date will be displayed in the MM/DD/YY format and time will be displayed in HH:MM format.
NAME ADDR CITY STATE ZIP	These fields will contain the registered owner address information as taken from the NAME RECORD.

AUTH. STATUS — This field will contain the 4 character authority status as taken from the ACTION field in the NAME RECORD.

PROMPTS

"ENTER AUTHORITY NUMBER"

MESSAGES

"SEARCHING FOR RECORD"
"NOT ON FILE AS CHRONIC OFFENDER"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER 7 CHARACTERS"

CHRONIC OFFENDER REVIEW SYNOPSIS

1. When initially presented to the Weighmaster all display fields on the screen will be void of data and the prompt "ENTER AUTHORITY NUMBER" will be displayed on the prompt line.

2. When the authority number is entered the message "SEARCHING FOR RECORD" will be displayed. If Chronic Offender information cannot be located for this authority number the message "NOT ON FILE AS CHRONIC OFFENDER" will be displayed and the application will be ready for another execution.

3. If the carrier is noted as a Chronic Offender the carrier information will be displayed and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

9.5 CITATION MODIFICATION APPLICATION

Citations which have been issued can be modified and reprinted, modified internally with notations, or can be deleted from the system as an active citation. The prime function of this application will be for noting legalizations of vehicles through off-loading or load shifting. An audit trail of citations changed or deleted will be maintained in the form of a CITATION MODIFICATION RECORD for management report generation.

Modification or deletion of a citation will result in an image of the new citation, or an image of the original citation with changes if a new citation was not printed, or a record identifying a deleted citation being sent to the ODOT host. Reference Appendix K for the citation record format to be sent to the host.

The following describes the screen presented to the operator upon selection of the citation correction application for execution. The screen and data displayed is the same as was described for citation writing and will not be redescribed here.

PROMPTS

"ENTER CITATION NUMBER"
"CORRECT OR DELETE CITATION?"
"DO YOU REALLY WANT TO DELETE THIS CITATION (Y/N)?"
"LEGALIZED THROUGH OFF-LOADING (Y/N)?"
"LEGALIZED THROUGH LOAD SHIFTING (Y/N)?"
"IS ALL INFORMATION CORRECT (Y/N)?"
"PRINT CITATION ON WHICH PRINTER?"

MESSAGES

"USE ORIGINAL NUMBER PRINTED ON CITATION"
"SEARCHING FOR CITATION"
"UNABLE TO LOCATE CITATION"
"PRINTER '1' OR '2' OR LEAVE BLANK"
"ENTER NEW CITATION NUMBER"
"ENTER 'C' FOR CORRECTION, 'D' FOR DELETION"

CITATION CORRECTION SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the prompt "ENTER CITATION NUMBER" and the message "USE ORIGINAL NUMBER PRINTED ON CITATION" will be displayed.

2. After entry of the citation number the message "SEARCHING FOR CITATION" will be displayed while the Supervisory System attempts to find a CITATION RECORD. If the citation cannot be found the message "UNABLE TO LOCATE CITATION" will be displayed. The record may have been deleted during database record maintenance, although local maintenance procedures instituted should allow records to remain active for a period of time long enough to eliminate this possibility.

3. When the citation has been located the citation data will be displayed on the screen in the same format as the citation creation screen and the prompt "CORRECT OR DELETE CITATION?" and message "ENTER 'C' FOR CORRECTION, 'D' FOR DELETION" will be displayed.

4. If the response requests a citation deletion the prompt "DO YOU REALLY WANT TO DELETE THIS CITATION (Y/N)?" will be displayed. If the Weighmaster responds with YES the citation will be deleted from the database, all fields will be cleared, and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

5. If a citation correction was requested the prompts "LEGALIZED THROUGH OFF-LOADING (Y/N)?" and "LEGALIZED THROUGH LOAD SHIFT (Y/N)?" will be presented to the Weighmaster. After making the appropriate responses and any other changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

6. When all fields have been entered the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be moved to the LAST name field entry. If information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. If the response was YES the prompt "PRINT CITATION ON WHICH PRINTER?" and the message "PRINTER '1' OR '2'OR LEAVE BLANK" will be displayed. If a printer number was entered the system will make it mandatory that the Weighmaster enter a new citation number as shown on the pre-printed citation form next to be printed upon. If a printer number is not entered then only the internal system representation of the citation will be modified.

7. When all processing is complete a CITATION MODIFICATION RECORD will be created, all fields will be cleared and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

9.6 VEHICLE STATISTICS MODIFICATION

The following describes the screen presented to the operator upon selection of the Vehicle Statistics Modification Application for execution. This application will be used to modify or delete vehicle statistics which would be reported in the PUC Daily Weight Report. Since it is conceiveable that a vehicle could pass through the weigh station more than once per day the Weighmaster will be able to view all STATISTICS RECORDs for that vehicle for the given date.

An audit trail of statistics changed or deleted will be maintained in the form of a STATISTIC MODIFICATION RECORD for management report generation.

```
(Reserved for operator prompts                                              )
(Reserved for messages                                                      )
                        VEHICLE STATISTICS MODIFICATION

                                                          DATE:[          ]
                                                          TIME:[      ]


  PUC PLATE:[       ]

 WEIGH DATE:[          ]

       NAME:[      ]    COMMODITY:[     ]    VEHICLE TYPE:[ ]

 GROSS WEIGHT:[      ]   WARNING:[       ]




(Reserved for comments                                                      )
(Reserved for error messages                                                )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These display fields will reflect the time that the application was selected for execution. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.
NAME	5 characters of abbreviated carrier name as taken from the STATISTICS RECORD.
COMMODITY	4 characters of commodity code as taken from the STATISTICS RECORD.

VEHICLE TYPE	1 character vehicle type code as taken from the STATISTICS RECORD.
GROSS WEIGHT	5 digit gross vehicle weight rounded to the nearest 100 pounds as taken from the STATISTICS RECORD.
WARNING	6 characters of warning code as taken from the STATISTICS RECORD.

INPUT FIELD DEFINITIONS

PLATE	6 characters of PUC plate or temporary number.
WEIGH DATE	Date in MMDDYY format on which the subject weigh occured.
NAME	Optional modification entry of up to 5 characters of abbreviated carrier name.
COMMODITY	Optional modification entry of up to 4 characters of commodity code.
VEHICLE TYPE	Optional modification entry of 1 character vehicle type code.
GROSS WEIGHT	Optional modification entry of 5 digit gross vehicle weight rounded to the nearest 100 pounds.
WARNING	Optional modification entry of up to 6 characters of warning.

PROMPTS

"IS THIS THE DESIRED RECORD (Y/N)?"
"CORRECT OR DELETE THIS RECORD?"
"DO YOU REALLY WANT TO DELETE THIS RECORD (Y/N)?"
"IS ALL INFORMATION CORRECT (Y/N)?"
"LOOK FOR ANOTHER RECORD (Y/N)?"

MESSAGES

"SEARCHING FOR STATISTICS RECORD"
"UNABLE TO LOCATE RECORD"
"ENTER 'C' FOR CORRECTION, 'D' FOR DELETION"
"NO MORE RECORDS FOR THIS VEHICLE"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER 6 CHARACTERS OF PLATE OR TEMP NUMBER"
"ENTER DATE AS MMDDYY"
"ENTER 5 CHARACTER NAME ABBREVIATION"
"ENTER 4 CHARACTERS"
"ENTER 1 CHARACTER"
"ENTER UP TO 5 CHARACTERS"
"ENTER UP TO 6 CHARACTERS"

STATISTICS MODIFICATION SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the PLATE NUMBER entry field.

2. When a plate or temporary number and a weighing date has been entered the message "SEARCHING FOR STATISTICS RECORD" will be displayed while the Supervisory System attempts to find a STATISTICS RECORD. If the record cannot be found the message "UNABLE TO LOCATE RECORD" will be displayed. If not found it is possible that the PUC Plate Number Assignment Application had been used to change the temporary number to a real plate number or that the STATISTIC RECORD had been deleted during record maintenance, although local maintenance procedures should allow STATISTICS RECORDs to remain active within the database an appropriate amount of time to eliminate this possibility.

3. If a record is located the prompt "IS THIS THE DESIRED RECORD (Y/N)?" will be displayed. If the Weighmaster responds NO then another record will be searched for and displayed. If all records have been displayed for this vehicle the message "NO MORE RECORDS FOR THIS VEHICLE" will be displayed, all fields will be cleared, and the application is ready for another execution.

4. When the appropriate record has been located that portion of the record which would be part of a PUC Daily Weight Report will be displayed and the prompt "CORRECT OR DELETE THIS RECORD?" and the message 'ENTER 'C' FOR CORRECTION, 'D' FOR DELETION" will be displayed.

5. If the response requests a record deletion the prompt "DO YOU REALLY WANT TO DELETE THIS RECORD (Y/N)?" will be displayed. If the Weighmaster responds with YES the record will be deleted from the database.

6. If a record correction was requested the Weighmaster should use the ARROW keys or the RETURN key to move to the fields to be corrected and enter the appropriate changes. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

7. When all fields have been entered the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be moved

to the NAME field entry. If information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate responses and any other changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete. If the response was YES the updated record will be stored back in the database.

8. The prompt "LOOK FOR ANOTHER RECORD (Y/N)?" will be displayed and if positively responded to processing will continue at Step 3. If the response is NO all fields will be cleared and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be pressed to return to the previous menu.

10.0 REPORT GENERATION APPLICATIONS

The STATISTICS RECORD and the CITATION RECORD are the primary sources of data for management reports. The PUC Daily Weight Report and all of the Daily Summaries will be generated directly from these records, while the Monthly Triples Activity Report, Monthly Operations Summary, and Monthly Productivity Progress Report will be generated from data extracted daily from these records. The Monthly Citation Modification Report is generated from CITATION MODIFICATION RECORDs created during execution of the Citation Modification Application and the Monthly Statistics Modification Report will be generated from STATISTICS MODIFICATION RECORDs created during execution of the Vehicle Statistics Modification Application. Quarterly reports will be created by rolling-forward monthly report data.

To collect monthly report data without Weighmaster intervention a time-triggered unattended program will execute daily to extract the required data from the previous days STATISTICS RECORDs and CITATION RECORDs.

It should be noted that some reports may not always contain complete information when printed, e.g., commodity and vehicle type in the PUC Daily Weight Report. This will be the result of vehicles having been sent to the bypass lane.

Report application programs provided include:

PUC Daily Weight Report Application
Daily Summary Reports Application
Monthly/Quarterly Triples Report Application
Monthly/Quarterly Operation Summary Application
Monthly/Quarterly Statistics Modification Report Application
Monthly/Quarterly Citation Modification Report Application
Monthly/Quarterly Productivity Progress Summary

10.1 PUC DAILY WEIGHT REPORT APPLICATION

The following describes the screen presented to the operator upon selection of the PUC Daily Weight Report Application. This application is used to generate the weight report for a specified date and time period or for a default 24 hour period for the specified date(s). The report can be generated as printer output and/or output to the host. Reference Appendix B for the PUC Daily Weight Report print output format and Appendix L for the host record format.

```
(Reserved for operator prompts                                              )
(Reserved for messages                                                      )
                              PUC DAILY WEIGHT REPORT
                                                          DATE:[          ]
                                                          TIME:[      ]

STARTING DATE:[       ]    TIME:[     ]    AM/PM:[ ]

                           THROUGH

  ENDING DATE:[       ]    TIME:[     ]    AM/PM:[ ]


(Reserved for comments                                                      )
(Reserved for error messages                                                )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME — These fields will reflect the date and time that this application was selected for execution and will be used as the report creation time. These fields are set after responding to the STARTING DATE entry and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

STARTING DATE — Report starting date in MMDDYY format.

TIME	Optional entry report starting time in HHMM format. This field will be displayed initially with a default starting of time 1200 AM.
ENDING DATE	Optional report ending date in MMDDYY format. This field will be displayed initially with the date entered for the STARTING DATE.
TIME	Optional entry report ending time in HHMM format. This field will be displayed initially with a default ending time of 1200 PM.
AM/PM	Optional entry of "A" for AM or "P" for PM if other than displayed values are required.

PROMPTS

"PRINT REPORT ON WHICH PRINTER?"
"PREPARE REPORT FOR OUTPUT TO HOST?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"INVALID ENTRY! - PLEASE CORRECT"
"INVALID STARTING/ENDING TIME SEQUENCE - PLEASE CORRECT"
"PRINTER '1' OR '2' OR LEAVE BLANK"
"ENTER 'Y' OR LEAVE BLANK"
"NO OUTPUT OPTION SELECTED! - PLEASE CORRECT"

COMMENTS

"ENTER DATE AS MMDDYY"
"ENTER TIME AS HHMM"
"ENTER 'A' FOR AM, 'P' FOR PM"

WEIGHT REPORT SYNOPSIS

1. When initially presented to the Weighmaster the STARTING and ENDING TIME fields will contain default values specifying a 24 hour reporting period and the cursor will be set to the STARTING DATE input field.

2. The STARTING DATE entered will reflect the beginning date period for which the report is to be produced. If the remaining input is to be accepted in its default form the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If an ENDING DATE is entered all weighings through the ending date will be reported.

3. Optional STARTING/ENDING times can be specified if other than a 24 hour reporting period is desired.

4. When all dates and times have been entered the prompts "PRINT REPORT ON WHICH PRINTER?" and "PREPARE REPORT FOR OUTPUT TO HOST?" will be presented to the Weighmaster. At least one of the entries must be responded to; failure to do so will result in the message "NO OUTPUT OPTION SELECTED! - PLEASE CORRECT" being displayed.

5. When all entries are completed the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to the STARTING DATE entry field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If the response is YES the report will be generated, all input fields will be cleared, the cursor will be returned to the STARTING DATE entry field and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

10.2 DAILY SUMMARY REPORTS APPLICATION

The following describes the screen presented to the operator upon selection of the Daily Summary Reports Application. This application is used to generate one or more of the Daily Summaries for a given 24 hour period. Reference Appendix C for the output formats of the Daily Summaries.

```
(Reserved for operator prompts                                              )
(Reserved for messages                                                      )
                              DAILY SUMMARY REPORTS

                                                          DATE:[          ]
                                                          TIME:[      ]

STARTING DATE:[       ]    THROUGH    ENDING DATE:[       ]

                      ALL SUMMARIES:[ ]

             DAILY OPERATION SUMMARY:[ ]

AVG. GROSS WEIGHT BY HOUR SUMMARY:[ ]

     VEHICLE CLASS BY HOUR SUMMARY:[ ]

          COMMODITY BY HOUR SUMMARY:[ ]

          CITATIONS BY HOUR SUMMARY:[ ]


(Reserved for comments                                                      )
(Reserved for error messages                                                )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution and will be used as the report creation time. These fields are set after responding to the STARTING DATE entry and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

STARTING DATE	Starting date in MMDDYY format.
ENDING DATE	Optional ending date in MMDDYY format. If single 24 hour period is to be reported this field can be left blank.

ALL SUMMARIES	Optional YES entry to select production of all summaries.
DAILY OPERATION SUMMARY AVG. GROSS WEIGHT BY HOUR SUMMARY VEHICLE CLASS BY HOUR SUMMARY COMMODITY BY HOUR SUMMARY CITATIONS BY HOUR SUMMARY	Optional YES entries for selecting desired summaries.

PROMPTS (displayed on line 1 of screen)

"PRINT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"INVALID ENTRY! - PLEASE CORRECT"
"PRINTER '1' OR '2'?"
"ENTER 'Y' OR LEAVE BLANK"

COMMENTS

"ENTER DATE AS MMDDYY"

DAILY SUMMARY SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the STARTING DATE input field.

2. The STARTING DATE entered will reflect the beginning 24 hour period for which the summary is to be produced. If an ENDING DATE is entered all 24 hour periods through the ending date will be produced.

3. The Weighmaster has the option of using a single entry to select generation of all summaries or to select any number of the summaries for generation. At least one summary output selection must be made before the summary selection fields can be exited.

4. When all selections have been made (the Weighmaster has moved the cursor through the last entry field or has selected that all summaries be generated) the prompt "PRINT ON WHICH PRINTER?" will be presented to the Weighmaster.

5. When all entries are completed the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to the STARTING DATE entry field. If input information needs to be

corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If the response is YES the report will be generated, all input fields will be cleared, the cursor will be returned to the STARTING DATE entry field and the application is ready for another execution. If another execution is not desired the ESCAPE key can be used to return to the previous menu.

10.3 MONTHLY/QUARTERLY TRIPLES ACTIVITY REPORT APPLICATION

The following describes the screen presented to the operator upon selection of the Monthly/Quarterly Triples Activity Report Application. This application is used to generate a month-to-date or quarter-to-date report identifying carriers and a count of their triples weighings. Reference Appendix D for report output format.

```
(Reserved for operator prompts                                          )
(Reserved for messages                                                  )
                    MONTHLY/QUARTERLY TRIPLES ACTIVITY REPORT
                                                          DATE:[        ]
                                                          TIME:[     ]

   REPORT FOR MONTH:[     ]

 REPORT FOR QUARTER:[    ]
```

```
(Reserved for comments                                                  )
(Reserved for error messages                                            )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution and will be used as the report creation time. These fields are set after responding to the report selection entry and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

REPORT FOR MONTH	Optional month entered in MMYY format to select month-to-date report.
REPORT FOR QUARTER	Optional quarter entered in QYY format to select the quarter-to-date report.

PROMPTS

"PRINT REPORT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"INVALID ENTRY! - PLEASE CORRECT"
"PRINTER '1' OR '2'?"

COMMENTS

"ENTER MONTH IN MMYY FORMAT"
"ENTER QUARTER IN QYY FORMAT"

MONTHLY/QUARTERLY TRIPLES ACTIVITY REPORT SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the first report selection entry.

2. The Weighmaster can select a month-to-date or quarter-to-date report of triples activity. At least one report output selection must be made before the report selection fields can be exited.

3. When all dates have been entered the prompts "PRINT REPORT ON WHICH PRINTER?" will be presented to the Weighmaster.

4. When all entries are completed the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed. If the response is NO the cursor will be returned to the first report selection entry field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If the response is YES the report will be generated, all input fields will be cleared, the cursor will be returned to the first report selection entry field and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

10.4 MONTHLY/QUARTERLY OPERATION SUMMARY APPLICATION

The following describes the screen presented to the operator upon selection of the Monthly/Quarterly Operation Summary Application. This application is used to generate month-to-date or quarter-to-date weigh station summaries. Reference Appendix E for output report format.

```
(Reserved for operator prompts                                          )
(Reserved for messages                                                  )
                    MONTHLY/QUARTERLY OPERATIONS SUMMARY
                                                          DATE:[        ]
                                                          TIME:[     ]

   SUMMARY FOR MONTH:[     ]

 SUMMARY FOR QUARTER:[    ]
```

```
(Reserved for comments                                                  )
(Reserved for error messages                                            )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution and will be used as the summary creation time. These fields are set after responding to the summary selection entry and will remain fixed during execution of the application. The date will be in the MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

SUMMARY FOR MONTH	Optional month entered in MMYY format to select month-to-date summary.
SUMMARY FOR QUARTER	Optional quarter entered in QYY format to select the quarter-to-date summary.

PROMPTS

"PRINT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"SELECT PRINTER '1' OR '2'"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER MONTH IN MMYY FORMAT"
"ENTER QUARTER IN QYY FORMAT"

MONTHLY/QUARTERLY OPERATIONS SUMMARY SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the first summary selection entry.

2. The Weighmaster can select a month-to-date summary or quarter-to-date summary. At least one summary output selection must be made before the summary selection fields can be exited.

3. When the appropriate selections have been made the prompt "PRINT ON WHICH PRINTER?" will be presented to the operator. When a printer has been selected the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed to the Weighmaster. If the response is NO the cursor will be returned to the summary selection field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

Upon positive response to these questions the summary will be generated, all input fields will be cleared, the cursor will be returned to the summary selection entry field and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

10.5 MONTHLY/QUARTERLY STATISTICS MODIFICATION REPORT APPLICATION

The following describes the screen presented to the operator upon selection of the Monthly/Quarterly Statistics Modification Report Application. Using this application the Weighmaster will be able to generate a month-to-date or quarter-to-date report identifying weighing statistics which were modified or deleted from the database by the Vehicle Statistics Modification Application.

```
(Reserved for operator prompts                                              )
(Reserved for messages                                                      )
                  MONTHLY/QUARTERLY STATISTICS MODIFICATION REPORT
                                                                DATE:[        ]
                                                                TIME:[     ]


  REPORT FOR MONTH:[     ]

REPORT FOR QUARTER:[    ]


(Reserved for comments
(Reserved for error messages                                                )
                                                                            )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME — These fields will reflect the date and time that this application was selected for execution and will be used as the report creation time. These fields are set after responding to the report selection entry and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

REPORT FOR MONTH — Optional month entered in MMYY format to select month-to-date report.

REPORT FOR QUARTER	Optional quarter entered in QYY format to select quarter-to-date report.

PROMPTS

"PRINT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"SELECT PRINTER '1' OR '2'"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER MONTH IN MMYY FORMAT"
"ENTER QUARTER IN QYY FORMAT"

MONTHLY/QUARTERLY STATISTICS MODIFICATION REPORT SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the first report selection entry.

2. The Weighmaster can select a month-to-date report or quarter-to-date report identifying vehicle statistics which were modified or deleted from the database. At least one report output selection must be made before report output selection can be exited.

3. When the appropriate selections have been made the prompt "PRINT ON WHICH PRINTER?" will be presented to the operator. When a printer has been selected the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed to the Weighmaster. If the response is NO the cursor will be returned to the report selection field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

Upon positive response to these questions the report will be generated, all input fields will be cleared, the cursor will be returned to the report selection entry field and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

10.6 MONTHLY/QUARTERLY CITATION MODIFICATION REPORT APPLICATION

The following describes the screen presented to the operator upon selection of the Monthly/Quarterly Citation Modification Report Application. The Weighmaster will be able to generate a month-to-date or quarter-to-date report identifying those citations which were modified or deleted from the database by the Citation Modification Application. Citations noted as having been changed will include those which have been changed to reflect legalization of the load. Reference Appendix G for report output format.

```
(Reserved for operator prompts                                          )
(Reserved for messages                                                  )
                    MONTHLY/QUARTERLY CITATION MODIFICATION REPORT
                                                          DATE:[        ]
                                                          TIME:[     ]

  REPORT FOR MONTH:[     ]

REPORT FOR QUARTER:[    ]

(Reserved for comments                                                  )
(Reserved for error messages                                            )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution and will be used as the report creation time. These fields are set after responding to the report selection entry and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

REPORT FOR MONTH	Optional month entered in MMYY format to select month-to-date report.
REPORT FOR QUARTER	Optional quarter entered in QYY format to select quarter-to-date report.

PROMPTS

"PRINT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"SELECT PRINTER '1' OR '2'"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER MONTH IN MMYY FORMAT"
"ENTER QUARTER IN QYY FORMAT"

MONTHLY/QUARTERLY CITATION MODIFICATION REPORT SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the first report selection entry.

2. The Weighmaster can select a month-to-date report or quarter-to-date report identifying citations which were modified or deleted from the database by the Citation Modification Application. At least one report output selection must be made before report output selection can be exited.

3. When the appropriate selections have been made the prompt "PRINT ON WHICH PRINTER?" will be presented to the operator. When a printer has been selected the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed to the Weighmaster. If the response is NO the cursor will be returned to the first report selection field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

Upon positive response to these questions the report will be generated, all input fields will be cleared, the cursor will be returned to the first report selection entry field and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

10.7 MONTHLY/QUARTERLY PRODUCTIVITY PROGRESS SUMMARY APPLICATION

The following describes the screen presented to the operator upon selection of the Monthly/Quarterly Productivity Progress Summary Application. Using this application the Weighmaster will be able to generate a month-to-date or quarter-to-date summary identifying the number of vehicles processed during the work period of a given Weighmaster. Reference Appendix H for summary output format.

```
(Reserved for operator prompts                                              )
(Reserved for messages                                                      )
                    MONTHLY/QUARTERLY PRODUCTIVITY PROGRESS SUMMARY
                                                                DATE:[        ]
                                                                TIME:[     ]


     EMPLOYEE NUMBER:[  ]

   SUMMARY FOR MONTH:[    ]

 SUMMARY FOR QUARTER:[   ]
```

```
(Reserved for comments                                                      )
(Reserved for error messages                                                )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution and will be used as the summary creation time. These fields are set after responding to the employee number entry and will remain fixed during execution of the application. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

EMPLOYEE NUMBER	2 character Weighmaster employee number.
SUMMARY FOR MONTH	Optional month entered in MMYY format to select month-to-date summary.

SUMMARY FOR QUARTER — Optional quarter entered in QYY format to select quarter-to-date summary.

PROMPTS

"PRINT ON WHICH PRINTER?"
"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"SELECT PRINTER '1' OR '2'"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER EMPLOYEE NUMBER"
"ENTER MONTH IN MMYY FORMAT"
"ENTER QUARTER IN QYY FORMAT"

MONTHLY/QUARTERLY PRODUCTIVITY PROGRESS SUMMARY SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the EMPLOYEE NUMBER entry field.

2. The Weighmaster can select a month-to-date summary or quarter-to-date summary identifying the weighstation activity during the employee's work period. At least one summary output selection must be made before the summary selection fields can be exited.

3. When the appropriate selections have been made the prompt "PRINT ON WHICH PRINTER?" will be presented to the operator. When a printer has been selected the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed to the Weighmaster. If the response is NO the cursor will be returned to the employee number input field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

Upon positive response to these questions the report will be generated, all input fields will be cleared, the cursor will be returned to the employee number entry field and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

11.0 RECORD MAINTENANCE APPLICATION

Record maintenance should be performed periodically to provide for adequate disk storage space for current weigh station statistics. To provide this function a manual deletion process is being specified to allow complete control over the deletion of the records from which all reports are generated. This will insure that no records are automatically deleted before reports have been successfully created.

Local policy will have to be established controlling the retention period for report data. A date-check function will be built into the application; if the deletion start state specified is within 30 days of the current date the operator will be asked if the deletion process should continue for those records. Improper record deletion could prevent the rolling-forward of monthly report data into complete quarterly reports. High volume records should be deleted more frequently to insure adequate disk is available.

(Reserved for operator prompts)
(Reserved for messages)

REPORT RECORD DELETION

DATE: [ ]
TIME: [ ]

STATISTICS RECORDS - START DATE: [ ] THROUGH END DATE: [ ]

MONTHLY RECORDS - START MONTH: [ ] THROUGH END MONTH: [ ]

CITATION RECORDS - START DATE: [ ] THROUGH END DATE: [ ]

(Reserved for comments)
(Reserved for error messages)

DISPLAY FIELD DEFINITIONS

DATE and TIME	These fields will reflect the date and time that this application was selected for execution. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.
STATISTICS RECORDS	This display field identifies the vehicle statistics collected for production of Daily Summaries and use as an input source for monthly reports.
MONTHLY RECORDS	This display field identifies the records maintained as monthly statistics collection records. Included

here are records maintained for the Monthly Triples Activity Report, Monthly Operations Summary Report, Monthly Citation Modification Report, the Monthly Statistics Modification Report, and the Monthly Productivity Progress Report.

CITATION RECORDS — This display field identifies the citation images created during execution of the Citation Writing Application.

INPUT FIELD DEFINITIONS

START DATE — Starting date in MMDDYY format.

END DATE — Optional ending date in MMDDYY format. If single 24 hour period is to be deleted this field can be left blank.

START MONTH — Starting month in MMYY format.

END MONTH — Optional ending month in MMYY format. If single month is to be deleted this field can be left blank.

PROMPTS

"IS ALL INFORMATION CORRECT (Y/N)?"
"DO YOU REALLY WANT TO DELETE THESE RECORDS (Y/N)?"
"'specified records' STARTING DATE IS WITHIN 30 DAYS - CONTINUE (Y/N)?"

MESSAGES

"INVALID ENTERY! - PLEASE CORRECT"

COMMENTS

"ENTER DATE IN MMDDYY FORMAT"
"ENTER MONTH IN MMYY FORMAT"

REPORT RECORD DELETION SYNOPSIS

1. When initially presented to the Weighmaster all fields on the screen will be void of data and the cursor will be set to the first start date entry selection.

2. The starting date entered will reflect the beginning period for which records are to be deleted. If an ending date is entered all records through the ending date will be deleted. At least one date selection must be entered before date selection can be exited.

3. When all selections have been made the prompts "IS ALL INFORMATION CORRECT (Y/N)?" and "DO YOU REALLY WANT TO DELETE THESE RECORDS (Y/N)?" will be presented to the Weighmaster. If the response is NO the cursor will be returned to the first record selection entry field. If input information needs to be corrected the Weighmaster should use the ARROW keys or the RETURN key to return to the fields to be corrected and reenter the information. After making the appropriate changes the ARROW or RETURN keys can be used to skip through the remaining input fields, or the ESCAPE key can be used to indicate to the application program that all input is complete.

If the response is YES the application will test the dates entered against the current date. If the deletion starting dates specified are within 30 days of the current date another prompt asking "'specified records' STARTING DATE IS WITHIN 30 DAYS - CONTINUE (Y/N)?" will be displayed. If the response is NO the cursor will be returned to the date selection entry field. If the response is YES the records will be deleted from the database, all input fields will be cleared, the cursor will be returned to the record selection entry field and the application is ready for another execution. If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

12.0 WEIGH STATION PARAMETERS APPLICATION

This application will be used to set or display Weigh Station Application parameters. Parameters to be set include the safety inspection threshold, the database update - host update program execution interval, and the monthly statistics collection program execution time.

```
(Reserved for operator prompts                                          )
(Reserved for messages                                                  )
                    WEIGH STATION PARAMETERS APPLICATION
                                                          DATE:[        ]
                                                          TIME:[     ]


SAFETY INSPECTION THRESHOLD:[    ]

    UPDATE PROGRAM INTERVAL:[    ]

 STATISTICS COLLECTION TIME:[     ]  AM/PM:[ ]
```

```
(Reserved for comments                                                  )
(Reserved for error messages                                            )
```

DISPLAY FIELD DEFINITIONS

DATE and TIME — These fields will reflect the date and time that this application was selected for execution. The date will be displayed in MM/DD/YY format and time will be displayed in HH:MM format.

INPUT FIELD DEFINITIONS

SAFETY INSPECTION THRESHOLD — Optional threshold day count. If the SAFETY-DATE field in the PLATE RECORD plus this number is less than the current date the vehicle will be signaled to report.

If this value is set to 0 this safety inspection report option will be disabled.

UPDATE PROGRAM INTERVAL — Optional entry in minutes specifying the frequency of execution of the database update - host update program. As the time

what if host is non-responsive?

period expires the update program will test for receipt of database update information from the host and perform the update, queue any files for output to the host, and then "sleep" until another expiration of the time interval.

If this value is set to 0 execution of the database - host update program will be disabled.

STATISTICS COLLECTION TIME

Optional entry in HHMM format specifying the time of day that the program should execute to collect monthly statistics from the previous days statistics.

If this value is set to 0 this program will not execute.

PROMPTS

"IS ALL INFORMATION CORRECT (Y/N)?"

MESSAGES

"UPDATING PARAMETERS"
"INVALID ENTRY! - PLEASE CORRECT"

COMMENTS

"ENTER THRESHOLD DAYS IN DDD FORMAT - 000 TO DISABLE"
"ENTER INTERVAL IN MINUTES - 000 TO DISABLE"
"ENTER TIME AS HHMM"
"ENTER 'A' FOR AM, 'P' FOR PM"

WEIGH STATION APPLICATION PARAMETERS SYNOPSIS

1. When initially presented to the Weighmaster the current parameter settings will be displayed in their respective entry fields.

2. The Weighmaster can set a zero value to disable any option or set the appropriate parameter values.

3. When the appropriate selections have been made the prompt "IS ALL INFORMATION CORRECT (Y/N)?" will be displayed to the Weighmaster. If the response is NO the cursor will be returned to the first parameter entry field for reentry of the parameter. Upon positive response the message "UPDATING PARAMETERS" will be displayed, the cursor will be returned to the parameter entry field and the application is ready for another execution.

If another execution is not desired the CONTROL/E key can be used to return to the previous menu.

13.0 FILE TRANSFERS TO/FROM THE HOST

All file transfers between the host and the Supervisory System will be performed through the 3770 SNA Emulator. This program will emulate IBM 3776 or 3777 Models 3 or 4 and will coexist on a multi-point line with the 3270 Interactive Emulator.

When the Supervisory System is booted the 3770 SNA Emulator will automatically be started; however, UNIX-executable scripts will be provided for use by the site System Administrator for manually starting/terminating the host transfer capability. Once started, the emulator will automatically send logon's to the host and then execute in unattended mode for transmitting or receiving files.

The 3770 SNA Eumulator functions are normally controlled from the UNIX shell by Emulator provided commands. This then assumes that the user has some knowledge of the system. Whenever possible a higher level of UNIX shell commands will be provided to further isolate the Weighmaster from having to have any special knowledge of the system.

Other functions, such as line trace capabilities, exist in the Emulator and the State will have to determine the appropriateness of local knowledge for execution of these functions.

3770 SNA Emulator considerations include:

1. The Emulator configuration process will require the following information be provided by the State:

   - hostname
   - logon format
   - station address
   - maxdata value for physical unit
   - nrz or nrzi data encoding

2. Records sent to the host will be sent as 80 character card images.

3. Records received from the host will be received as 80 character punch data.

4. Database records to be sent or received will contain a field identifying the record type and a packet sequence number identifying a segment of the complete record. This is the same concept described by the PUC for NAME and PLATE records. Records will be identified by the following codes.

   For database updates from the host record positions 1 - 2 will indicate:

   - "01" = NAME RECORD
   - "02" = PLATE RECORD

   The record key and packet sequence number field positioning will be as described in the PUC record format.

For PUC Daily Weight Report and citation records sent to the host record positions 1 - 2 indicate:

- "01" = PUC DAILY WEIGHT REPORT RECORD
- "02" = CITATION RECORD

Record position 3 will contain a packet sequence number.

Reference Appendix L for the PUC Weight Report record format and Appendix K for the citation record format.

5. Database updates from the host require that a simple protocol exist for indicating the type of file operation to be performed. Interspersed within the received file will be control records containing the action to be performed on all records after the control record and up to the next control record. An operation code in column 1 of the control record will be as follows:

"A" to add new record(s) to database. For add operations all segments of the new record must be sent.

"C" to overwrite existing record(s) with new data. For change operations only those record segments containing changed data need to be sent.

"D" to delete record(s). For deletions only the record key need be valid data in the following record(s).

6. PUC weight reports will be sent to the host as a single 80 character record per weighing.

Citations will be sent as a series of 80 character records with a Citation Action-type embedded in the first record to indicate the type of change to the citation. Reference Appendix K for definition of record content. A new citation or modified citation will always be sent to the host in the form of a complete citation while a deleted citation will be sent as a single packet containing the citation number which was deleted.

7. An unattended time-driven program will execute periodically to check for receipt of files and perform the database update operation or check for the existence of files to be queued for output to the host. The frequency of execution of this program will be set by the Weighmaster through the Weigh Station Parameters Application.

8. Printers will be supported as 3287 Model 2 devices. Printer controls processed by the 3770 emulator include:

Horizontal tab
Vertical tab
Form feed
Newline
Carriage return
Set vertical format
Set horizontal format

Printers will always be shared by the 3770 Emulator, 3270 Interactive Emulator, and the Weigh Station Application.

14.0 HOST INQUIRY

Host inquiry capability will be provided through the 3270 Interactive Emulator. Terminal emulation will be provided as IBM 3278 Model 2 or 5. Model 2 is a terminal supporting a 24 x 80 display. Model 5 is a terminal supporting a 27 x 132 display.

The Emulator configuration process will require the following information be provided by the State:

- station address
- maxdata value for physical unit
- nrz or nrzi data encoding

Initiation/termination of the emulation program will be controlled by the UNIX System Administrator; however, if daily use of the inquiry function is expected to be heavy enough to warrant continuous operation of the software the program can be automatically started when the system is booted.

Other functions, such as line trace capabilities, exist in the Emulator and the State will have to determine the appropriateness of local knowledge for execution of these functions.

To logon to a host application program the Weighmaster will execute an emulation program logon script from the UNIX shell. This implies then that the Weighmaster will have to "back out" of any Weighmaster application to reach the UNIX shell, execute the inquiry functions to the host, and when ready again to execute more Weighmaster applications, exit back to the UNIX shell and logon to the Weighmaster applications by typing the command "Weigh".

Printers will be supported as 3287 Model 2 devices. Printer controls processed by the 3270 emulator include:

Horizontal tab
Vertical tab
Form feed
Newline
Carriage return
Set vertical format
Set horizontal format

Controls not supported include:

Printer authorization matrix
Set line density
Enable/Inhibit presentation space
Graphic escape

Printers will always be shared by the 3770 Emulator, 3270 Interactive Emulator, and the Weigh Station Application.

15.0 SYSTEM MAINTENANCE UTILITIES/INITIAL DATABASE LOADING

Utilities for performing backup and restore functions and initial database loading from the tape subsystem will be provided. These will be in the form of UNIX-executable scripts which will be executed from the System Administrator login identifier ("root") from the UNIX shell.

Once started, these scripts will guide the user through the selected procedure via prompts and messages displayed on the console terminal screen. All other system users must be logged off during the execution of these procedures; manual Weighmaster procedures must be executed.

The final format and execution procedures of these utilities will be provided during the system installation period; however, the following functions will be included:

Database backup - This utility will write the relational database to tape. The database backup procedure must be executed in a standalone environment to protect the integrity of the database.

Database restore - This utility will restore the relational database from tape.

System restore - Utilities for restoring system software from tape in the event of a catastrophic failure will be provided. This should be executed only by Motorola support personnel.

Initial database load - This INFORMIX-4GL provided utility will be used to load the initial records into the database. The database load utility requires that a specific field delimiter character be inserted between data fields in the records to be loaded. This character is a vertical bar enclosed in quotations ("|"). Therefore, it will be required that the initial tape provided by the PUC be structured in this format.

16.0 HARDWARE/SOFTWARE INTERFACES

16.1 SUPERVISORY SYSTEM/WIM/DATA COLLECTION COMPUTER

This section contains hardware and software interfacing requirements and recommended changes to WIM hardware and software. Content of this section is partly based upon information received from Advanced Digital Engineering Corporation (ADEC).

Contact with ADEC has only been conducted on a casual basis; no concurrence with ADEC stated WIM software change recommendations, or requests for software changes have been made by Motorola. The State will have to contact ADEC regarding WIM software modifications required to interface Motorola equipment to WIM equipment under the current WIM software level, as well as changes which would be required as a result of accepting any of the following recommendations.

16.1.1 SUPERVISORY SYSTEM/WIM/DATA COLLECTION HARDWARE INTERFACE

The Supervisory System will co-exist with the WIM and the data collection computer on a single communication line. To do this a special "Y" cable will be supplied to split the RS-232 signals from the WIM between the Supervisory System and the data collection computer. Both the Supervisory System and the data collection computer will be connected to the WIM's transmit line (receive data line at Supervisory System/data collection computer), but only the Supervisory System will be connected to the WIM's receive line (transmit line at Supervisory System).

The Supervisory System will be the protocol manager for both machines on the single line. If the Supervisory System receives a message which cannot be interpreted properly a negative acknowledgement will be returned to the WIM and the last WIM message will be resent. The WIM data collection computer will have to be prepared to accept another message even if it was only the Supervisory System which received a garbled message.

The physical interface characteristics will be as follows:

Baud Rate:	4800
Start Bits:	1
Stop Bits:	1
Parity:	None
Data Format:	8 data bits

From the limited distance modem connections at the Supervisory System/data collection computer end: the receive data line will be connected to both the Supervisory System and the data collection computer, and the transmit data line will be connected only to the Supervisory System.

Reference CMI-Dearborn, Inc., Sorter Scale System Manual, dated 5/85 and Data Collection System Manual, dated 5/85, and Digital Roadways Corporation updates to the above manuals (not included as part of this Functional Specification).

MOTOROLA RECOMMENDATIONS

A. That ADEC give consideration to providing a 9600bps communication line capability. At a minimum, the line must function at 4800bps.

16.1.2 SUPERVISORY SYSTEM/WIM/DATA COLLECTION SOFTWARE INTERFACE

PROCESSING REQUIREMENTS/LIMITATIONS

Information exchanges between the Supervisory System and the WIM occur in the form of information packets. If the Supervisory System shares the line from the WIM with the data collection computer the following packets will be received by the Supervisory System:

Vehicle Packet consisting of a vehicle record and a number of axle records:

Vehicle Record - This record contains the vehicle transponder number, a count of axles, weigh status flags, and other WIM information. One vehicle record per vehicle is received.

Axle Record - This record contains the axle weight read by the WIM. One axle record per vehicle is received.

Monitor Packet - This record contains WIM hardware information and is of no value to the Supervisory System and will be discarded.

Time Packet - This record contains WIM clock information and is of no value to the Supervisory System and will be discarded.

To complete the weigh process initiated by the WIM the Supervisory System must receive the vehicle information packet, calculate the gross weight from the individual axle weights received in the axle records, access NAME and PLATE RECORDs to determine applicability of an extended weight permit, and build and sent back to the WIM a packet containing WIM override and resetting information; all of this before the vehicle reaches a point in the lane where it is too late to set any override condition.

With a 4800 bps line speed, and the database record processing required, the override packet to be returned to the WIM may not always arrive within the prescribed time limit.

As stated earlier in this document, Motorola will make every attempt to perform required processing within prescribed time limits.

ADEC RECOMMENDED CHANGES

ADEC has suggested that the following WIM software interface changes could be made:

A. That the Supervisory System always return the three worst overweight axle combinations along with the WIM report flag settings and WIM resetting information.

OR

B. That the WIM clear its version of the overweight information if the overweight report flag is to be reset (e.g., the Supervisory System determined that an extended weight permit was in effect).

C. That the WIM set its overweight information to the override packet provided information if the overweight report flag is to be set.

D. That the override report flag be used to cause report conditions as a result of Supervisory System determinations (e.g., the vehicle was not equipped with a transponder.)

MOTOROLA RESPONSE/RECOMMENDATIONS

A. That ADEC recommendation A not be implemented, except for the flag setting and resetting recommendation.

B. That ADEC recommendation B be implemented to the extent that the overweight flag is reset. No other information should have to be provided by the Supervisory System.

C. That ADEC recommendation C not be implemented, as the Supervisory System will not return the three worst axle overweight conditions. Only the overweight indicator should be set as a result of receiving an override packet with a request to set the overweight indicator.

D. That ADEC recommendation D be implemented.

16.2 WEIGH-TRONIX STATIC SCALE

The Supervisory System will interface to the WEIGH-TRONIX WI-110 Weight Indicator for static weigh axle weight accumulation. Reference WEIGH-TRONIX Model WI-110 Weight Indicator Service Manual for interface requirements.

The physical connection will be based upon the RS232-C standard for asynchronous serial data transfer.

The cable from the Supervisory System will be attached to the WI-110's A-5 Serial Interface PC Card via the A-15 Serial Interconnect Card. The Supervisory System will read weight data from the static scale as a result of the Weighmaster requesting a data read during execution of the Static Scale Weigh Application. Interfacing to the static scale will require that WEIGH-TRONIX Release 5.0, or later, software be installed to provide for recognition of external data send requests through its serial port.

installed ?

The physical characteristics will be as follows:

Baud Rate:	9600
Start Bits:	1
Stop Bits:	1
Parity:	odd
Data Format	7 bit ASCII

The weight input data received will be interpreted as follows:

Weight:	Gross
Decimal Point:	None

NOTE: Switches on the A-5 serial interface PC card in the WI-110 Weight Indicator will need to be set to implement these parameters.

16.3 DATA SOUTH DS220 PRINTERS

The Data South DS220 printers will connect to the Supervisory System using the RS232-C standard for asynchronous serial data transfer.

The physical characteristics will be as follows:

Baud Rate:	9600
Start Bits:	1
Stop Bits:	1
Parity:	None
Data Format:	8 bit ASCII
Flow Control:	X-ON, X-OFF

NOTE: These parameters must be programmed into the non-volatile memory of the DS-220 printer from the printer operator panel.

17.0 APPLICATION DEVELOPMENT BASE

17.1 OPERATING SYSTEM

Motorola UNIX SYSTEM V/68 will be used as the operating system.

17.2 RELATIONAL DATABASE

Relational Database Systems, Inc., (RDS) INFORMIX-4GL, fourth-generation language will be used for data base management and application program development. Where performance is critical (interface to WIM) the RDS C-ISAM "C" language interface to the relational database will be utilized.

17.3 "C" LANGUAGE

The "C" language provided with the operating system will be used for processing function extensions to applications developed under INFORMIX-4GL and for performance critical portion of the Weigh Station Application.

17.4 HOST INQUIRY

The Motorola 3270 Interactive Emulator software package will be used for host inquiry. Emulation will be provided as a 3274 controller.

17.5 FILE TRANSFER

The Motorola 3770 SNA Emulator software package will be used for transferring data base records between the host and the Weigh Station Application. Emulation will be provided as a 3776 or 3777 Model 3 or 4.

APPENDICES

A PUC/WEIGHMASTER DEFINITIONS

Vehicle Type

1 = Truck
2 = Truck and Pole Trailer
3 = Truck-Tractor and Semi
4 = Truck and Trailer
5 = Train or Double Semi
6 = Triples
7 = Dromedary Truck and Semi
8 = Other

Commodity Codes

1 = Logs
2 = Other
3 = Lumber Products
4 = Gravel Products
5 = Machinery
6 = Chips, Sawdust, etc.
7 = Hazardous Materials
8 = Petroleum, Compressed Gas, Corrosives
9 - Radioactive

B PUC DAILY WEIGHT REPORT FORMAT

PUC DAILY WEIGHT REPORT

Report Date MM/DD/YY
District Number: 13
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Creation Date: MM/DD/YY
Creation Time: HH:MM

Plate/Pass No.	Name	Time	Vehicle Type	Axles	Commodity	Weight	Warning
xxxxxx	xxxxx	xxxx	x	xx	xxxx	xxxx	xxxxxx
xxxxxx	xxxxx	xxxx	x	xx	xxxx	xxxx	xxxxxx

C DAILY SUMMARY FORMATS

DAILY OPERATION SUMMARY

Summary Date	MM/DD/YY	Creation Date: MM/DD/YY	
District Number:	13	Creation Time: HH:MM	
District Name:	Woodburn		
Scale Number:	24.09		
Scale Name:	Woodburn POE		
Total Weighed:	xxxxx	Violation %	% of Total Violation
Axle:	xx	x.xx	x.xx
Tandem:	xx	x.xx	x.xx
Group:	xx	x.xx	x.xx
Comb:	xx	x.xx	x.xx
Veh:	xx	x.xx	x.xx
Non-Wgt:	xx	x.xx	x.xx
O/Sized:	xx	x.xx	x.xx
No PUC Permit:	xx	x.xx	x.xx
Shifted:	xx	x.xx	x.xx
Off-Loaded:	xx	x.xx	x.xx
Total		Violation %	
Violations:	xxx	xx.xx	xxx.xx
Legalizations:	xx		

NOTE: Field sizes depicted are not representative of maximum report field sizes.

AVERAGE GROSS WEIGHT BY HOUR

Summary Date: MM/DD/YY
District Number: 13
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Creation Date: MM/DD/YY
Creation Time: HH:MM

Vehicles Weighed By Hour By Average Gross Weight (Units: Pounds*100)

Time in Hours

	From	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total Average
	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Weight
Vehicle Class	1	xx		xx			xxx		xx		xx			xx		xx					xx		xx		xx	xx.xx
	2	xx		xx			xx		xx		xx			xx		xx					xx		xx		xx	xx.xx
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
Total Average Weight		xx.x		xx.x			xx.x		xx.x		xx.x			x.x		xx.x					xx.x		xx.x		xx.x	xx.xx

NOTE: Field sizes depicted are not representative of maximum report field sizes.

VEHICLE CLASS BY HOUR

Summary Date MM/DD/YY
District Number: 13
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Creation Date: MM/DD/YY
Creation Time: HH:MM

Vehicles Weighed By Hour By Class Type

Time in Hours

	From	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Vehicle Class	1	xx	x	xx	x	x	xx	x	xx	x	xx	xx	x	xx	xx	xx	x	x	x	x	xx	x	xx	x	xx	xx
	2	xx	x	xx	x	x	xx	x	xx	x	xx	xx	x	xx	x	xx	x	x	x	x	xx	x	xx	x	xx	xxx
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									

NOTE: Field sizes depicted are not representative of maximum report field sizes.

COMMODITY BY HOUR

Summary Date MM/DD/YY
District Number: 13
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Creation Date: MM/DD/YY
Creation Time: HH:MM

Vehicles Weighed By Hour By Commodity Type

Time in Hours

	From	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Vehicle Commodity	1	xx	x	xx	x	x	xx	x	xx	x	xx	xx	x	xx	xx	xx	x	x	x	x	xx	x	xx	x	xx	xx
	2	xx	x	xx	x	x	xx	x	xx	x	xx	xx	x	xx	x	xx	x	x	x	x	xx	x	xx	x	xx	xx
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
Total By Hour		xx	x	xx	x	x	xx	x	xx	x	xx	xx	x	xx	xx	xx	x	x	x	x	xx	x	xx	x	xx	xxx

NOTE: Field sizes depicted are not representative of maximum report field sizes.

CITATIONS BY HOUR

Summary Date MM/DD/YY
District Number: 13
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Creation Date: MM/DD/YY
Creation Time: HH:MM

Citations Issued By Hour By Commodity Type

Time in Hours

	From	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Vehicle Commodity	1	xx	x	xx	x	x	xx	x	xx	x	xx	xx	x	xx	xx	xx	x	x	x	x	xx	x	xx	x	xx		xx
	2	xx	x	xx	x	x	xx	x	xx	x	xx	xx	x	xx	x	xx	x	x	x	x	xx	x	xx	x	xx		xx
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									

NOTE: Field sizes depicted are not representative of maximum report field sizes.

D MONTHLY/QUARTERLY TRIPLES ACTIVITY REPORT FORMAT

MONTHLY TRIPLES ACTIVITY REPORT
(or QUARTERLY)

Report Date	MM/YY(or Quarter:QYY)	Creation Date: MM/DD/YY
District Number:	13	Creation Time: HH:MM
District Name:	Woodburn	
Scale Number:	24.09	
Scale Name:	Woodburn POE	

Company Name	Number of Weighings
ABC Trucking	xx
XYZ Freight	x

NOTE: Field sizes depicted are not representative of maximum report field sizes.

E MONTHLY/QUARTERLY OPERATION SUMMARY FORMAT

MONTHLY OPERATION SUMMARY
(or QUARTERLY)

Summary Month:	MM/YY (or Quarter: QYY)	Creation Date:	MM/DD/YY
District Number:	13	Creation Time:	HH:MM
District Number:	13		
District Name:	Woodburn		
Scale Number:	24.09		
Scale Name:	Woodburn POE		

Total Weighed:	xxxxx	Violation %	% of Total Violation
Axle:	xx	x.xx	x.xx
Tandem:	xx	x.xx	x.xx
Group:	xx	x.xx	x.xx
Comb:	xx	x.xx	x.xx
Veh:	xx	x.xx	x.xx
Non-Wt:	xx	x.xx	x.xx
O/Sized:	xx	x.xx	x.xx
No PUC:	xx	x.xx	x.xx
Shifted:	xx	x.xx	x.xx
Off-Load:	xx	x.xx	x.xx

Total		Violation %	
Violations:	xxx	xx.xx	xxx.xx
Legalizations:	xx		

NOTE: Field sizes depicted are not representative of maximum report field sizes.

F MONTHLY/QUARTERLY STATISTICS MODIFICATION REPORT FORMAT

MONTHLY STATISTICS MODIFICATION REPORT
(or QUARTERLY)

Report Month: MM/YY (or Quarter: QYY
District Number: 13
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Creation Date: MM/DD/YY
Creation Time: HH:MM

PUC Plate	Date Weighed	Date Changed	Change	Weighmaster
xxxxxx	MM/DD/YY	MM/DD/YY	deleted	xx
xxxxxx	MM/DD/YY	MM/DD/YY	info change	xx

G MONTHLY/QUARTERLY CITATION MODIFICATION REPORT FORMAT

MONTHLY CITATION MODIFICATION REPORT
(or QUARTERLY)

Report Month: MM/YY (or Quarter:QYY) Creation Date: MM/DD/YY
District Number: 13 Creation Time: HH:MM
District Name: Woodburn
Scale Number: 24.09
Scale Name: Woodburn POE

Citation No.	Date Written	Date Changed	Change	Reissued Citation No.	Weighmaster
xxxxxxxxxx	MM/DD/YY	MM/DD/YY	legalized	xxxxxxxxxx	xx
xxxxxxxxxx	MM/DD/YY	MM/DD/YY	deleted	xxxxxxxxxx	xx
xxxxxxxxxx	MM/DD/YY	MM/DD/YY	info change	xxxxxxxxxx	xx

H MONTHLY/QUARTERLY PRODUCTIVITY PROGRESS SUMMARY FORMAT

MONTHLY PRODUCTIVITY PROGRESS SUMMARY
(or QUARTERLY)

Summary Month:	MM/YY (or Quarter: QYY)	Creation Date: MM/DD/YY
District Number:	13	Creation Time: HH:MM
District Name:	Woodburn	
Scale Number:	24.09	
Scale Name:	Woodburn POE	
Employee No.:	xx	
Trucks Weighed by WIM:	xxxxxxxxxx	
Trucks Weighed:	xxxxxxxxxx	
Citations Issued:	xxxxxxxxxx	
Vehicles Legalized:	xxxxxxxxxx	
Hours Worked:	xxxxxxxxxx	

I PUC NAME RECORD FORMAT

PACKET FORMATS

		APPLICATION USE
FILE-IDENTIFIER	01	
KEY(AUTHORITY NUMBER)	X(7)	YES
PACKET SEQUENCE NUMBER	1	
NAME	X(34)	YES
ORG-CODE	X	
ISSUE-DATE	X(6)	
ACTION	X(4)	YES (alpha = good)
ACTION-DATE	X(6)	
CLASSES	X(16)	
FEES	X(3)	

FILE-IDENTIFIER	01	
KEY(AUTHORITY NUMBER)	X(7)	YES
PACKET SEQUENCE NUMBER	2	
ABN	X	
CORP	X	
ICC	X	
PERMIT	X	
MICROFILM	X	
HAZARDOUS	X	
RATES	XX	
IRS-NUMBER	X(10)	
FED-CENSUS	X(7)	
ICC-NUMBER	X(6)	
REP-SERV-NUMBER	X(7)	
SAFETY-FLAG	X	
WM-FLAG	X	YES
FILLER	X(30)	

PACKET FORMATS

		APPLICATION USE
FILE-IDENTIFIER	01	
KEY(AUTHORITY NUMBER)	X(7)	YES
PACKET SEQUENCE NUMBER	3	
ADDRESS	X(30)	YES
CITY	X(13)	YES
STATE	XX	YES
ZIP	X(10)	YES
FILLER	X(15)	

FILE-IDENTIFIER	01
KEY(AUTHORITY NUMBER)	X(7)
PACKET SEQUENCE NUMBER	4
ATTENTION-FIELD	X(20)
PHONE	X(10)
FILLER	X(40)

FILE-IDENTIFIER	01
KEY(AUTHORITY NUMBER)	X(7)
PACKET SEQUENCE NUMBER	5
ADDRESS	X(30)
CITY	X(13)
STATE	XX
ZIP	X(10)
FILLER	X(15)

PACKET FORMATS

	APPLICATION USE
FILE-IDENTIFIER	01
KEY(AUTHORITY NUMBER)	X(7)
PACKET SEQUENCE NUMBER	6
ATTENTION-FIELD	X(20)
PHONE	X(10)
FILLER	X(40)

FILE-IDENTIFIER	01
KEY(AUTHORITY NUMBER)	X(7)
PACKET SEQUENCE NUMBER	7
ADDRESS	X(30)
CITY	X(13)
STATE	XX
ZIP	X(10)
FILLER	X(15)

FILE-IDENTIFIER	01
KEY(AUTHORITY NUMBER)	X(7)
PACKET SEQUENCE NUMBER	8
ATTENTION-FIELD	X(20)
PHONE	X(10)
FILLER	X(40)

J PUC PLATE RECORD FORMAT

PACKET FORMATS

		APPLICATION USE
FILE-IDENTIFIER	02	
KEY(PLATE NUMBER)	X(6)	YES
PACKET SEQUENCE NUMBER	1	
VEHICLE-ID	X(17)	YES
MAKE	X(3)	YES
COMPANY-NUMBER	X(10)	YES
MODEL-YEAR	XX	YES
BODY-TYPE	XX	YES
FUEL	X	
BASE-STATE	XX	
BASE-PLATE	X(7)	
TRANSPONDER	X(12)	YES
PRIOR-PLATE/PASS	X(6)	
FILLER	X(9)	

FILE-IDENTIFIER	02	
KEY(PLATE NUMBER)	X(6)	YES
PACKET SEQUENCE NUMBER	2	
AUTHORITY-NUMBER	X(7)	YES
L/O FLAG	X	
FEE BASES	X	
ISSUE DATE	X(6)	
ACTION-CODE	X	YES (alpha = good)
ACTION-DATE	X(6)	
RENEWAL-FLAG	X	
CANCEL-FLAG	X	
CANCEL-DATE	X(6)	
WEIGHT-SOLO	X(4)	YES
WEIGHT-COMB1	X(4)	YES
WEIGHT-COMB2	X(4)	YES
WEIGHT-COMB3	X(4)	YES
SAFETY-CODE	X	YES
SAFETY-DATE	X(6)	YES
START-SPEEDO	X(6)	
END-SPEEDO	X(6)	
OVER-WGT-PERM	X	YES
FILLER	X(5)	

K CITATION RECORD FORMAT

PACKET FORMATS

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	1	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
CITATION ACTION-TYPE	X	0 = NEW CITATION 1 = MODIFIED CITATION 2 = DELETED CITATION
ORIGINAL CITATION NUMBER	X(10)	VALID ONLY IF CITATION ACTION-TYPE = 1
CITATION DATE	X(6)	ISSUE DATE IN MMDDYY
CITATION TIME	X(4)	ISSUE TIME IN HHMM
TIME AM/PM	X	A = AM P = PM
D-LAST	X(18)	DRIVER'S LAST NAME
D-FIRST	X(15)	DRIVER'S FIRST NAME
FILLER	X(12)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	2	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
D-MIDDLE	X(15)	DRIVER'S MIDDLE NAME
D-ADDR	X(48)	DRIVER'S ADDRESS
FILLER	X(4)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	3	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
D-CITY	X(25)	DRIVER'S CITY
D-STATE	X(2)	DRIVER'S STATE
D-ZIP	X(5)	DRIVER'S ZIPCODE
D-DOB	X(6)	DRIVER'S DATE OF BIRTH IN MMDDYY
D-SEX	X	DRIVER'S SEX - M = MALE F = FEMALE
D-OPERATOR NUMBER	X(10)	DRIVER'S LICENSE NUMBER
VEHICLE NUMBER	X(10)	VEHICLE LICENSE NUMBER
FILLER	X(8)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	4	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
COMPANY NUMBER	X(10)	COMPANY NUMBER
VEHICLE YEAR	X(2)	VEHICLE YEAR
VEHICLE MAKE	X(3)	VEHICLE MAKE ABBREVIATION
VEHICLE BODY	X(2)	BODY TYPE
SA-OVERLOAD	X(5)	SINGLE AXLE OVERLOAD - NEAREST 100 LBS
TA-OVERLOAD	X(5)	TANDEM AXLE OVERLOAD - NEAREST 100 LBS
GA-OVERLOAD	X(5)	GROUP AXLE OVERLOAD - NEAREST 100 LBS
VEH-OVERLOAD	X(5)	VEHICLE OVERLOAD - NEAREST 100 LBS
COMB-OVERLOAD	X(5)	COMBINATION OVERLOAD - NEAREST 100 LBS
PERMIT VIOLATION	X	NON-ZERO = PERMIT VIOLATION
FAIL-WEIGH	X	NON-ZERO = FAILURE TO WEIGH
REFUSE-WEIGH	X	NON-ZERO = REFUSE TO WEIGH
NO PERMIT	X	NON-ZERO = NO PERMIT
OV-HEIGHT-FT	X(2)	OVER HEIGHT FEET
OV-HEIGHT-IN	X(2)	OVER HEIGHT INCHES
OW-WIDTH-FT	X(2)	OVER WIDTH FEET
OW-WIDTH-IN	X(2)	OVER WIDTH INCHES
FILLER	X(13)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	5	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
OTHER VIOLATION	X(40)	OTHER VIOLATION VERBAGE
COMMODITY DESCRIPTION	X(12)	COMMODITY DESCRIPTION
COMMODITY CODE	X(4)	COMMODITY CODE
FILLER	X(11)	

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	6	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
REMARKS	X(67)	FIRST PART OF REMARKS FIELD

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	7	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
REMARKS	X(67)	SECOND PART OF REMARKS FIELD

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	8	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
REMARKS	X(3)	LAST PART OF REMARKS FIELD
O-NAME	X(34)	OWNER'S NAME
O-ADDR	X(30)	OWNER'S ADDRESS

FILE-IDENTIFIER	02	
PACKET SEQUENCE NUMBER	9	
CITATION NUMBER	X(10)	CITATION NUMBER FROM PREPRINTED FORM
O-CITY	X(13)	OWNER'S CITY
O-STATE	X(2)	OWNER'S STATE
O-ZIP	X(5)	OWNER'S ZIPCODE
APPEAR TIME	X(4)	COURT APPEARANCE TIME IN HHMM
APPEAR AMPM	X	COURT APPEAR TIME - A = AM, P = PM
APPEAR DAY	X(2)	APPEAR DAY OF MONTH
APPEAR MONTH	X(3)	APPEAR MONTH - JAN-DEC
APPEAR YEAR	X(2)	APPEAR YEAR
BAIL	X(6)	NO $ OR DECIMAL POINT - RIGHTMOST 2 DIGITS = 00 IF NO CENTS VALUE IN BAIL
FILLER	X(29)	

L PUC DAILY WEIGHT REPORT RECORD FORMAT

PACKET FORMAT

FILE-IDENTIFIER	01	
PACKET SEQUENCE NUMBER	1	
PLATE/PASS NO.	x(6)	
NAME	x(5)	
STATION	x(4)	
DIRECTION	x(1)	
DATE (YYMMDD)	x(6)	
TIME	x(4)	(in 00 - 23 hour format)
VEHICLE TYPE	x(1)	
AXLES	x(2)	
COMMODITY	x(4)	
WEIGHT	x(4)	
WARNING	x(6)	
FILLER	x(34)	

1985 Port of Entry (Woodburn) 9905
Sec. of Pacific Hwy N. Woodburn.*1
(Grv. pv. sign, mill, ldscp.s & bldg.) [redacted]

C+A 8147 5-23-84

MOTOROLA
Computer Systems Inc.

February 25, 1987

David Dowrie
Manager, Computer Operations
Information Systems Branch
Department Of Transportation
955 Center Street NE
Salem, Oregon 97310

Dear David,

This letter is to request changes in the equipment configuration for the Woodburn Port of Entry system that Motorola Computer Systems is developing for the State of Oregon.

Listed below is part of the current equipment configuration ordered by the State of Oregon which will be canceled if the State of Oregon accepts the changes proposed.

Model#	Description	Price	Maint.	Install
CE2002	Controller	995	20	N/C
C2B20XX	3274 BSC	800	15	200
C7520XX	3776 SNA	850	18	212
DC2001	Winchester/Diskette Controller	995	10	N/C
DD0703	67 MB Drives (2 each)	8,400	90	N/C
DD6560	First Floppy Drive	495	5	N/C
DD6561	Second Floppy Drive	495	5	N/C
UNX20XB	UNIX 1-16 Users Model 400	1,195	N/C	375
UNF20XX	Unify DBMS Compiler & Runtime	1,995	40	499
	Total	$16,220	$203	$1,086

Proposed equipment changes:

Model#	Description	Price	Maint.	Install
CE5S20X	3274 SNA & 3776 SNA & Cont.	3,995	56	544
DC2003	ESDI Controller	2,995	20	N/C
DD1820	160MB ESDI Drive	5,995	60	N/C
V6820XX	Unix 5.3 1-32 User	850	N/C	375
INF20XX	Informix SQL	2,280	46	375
ISM20XX	Informix C-ISAM	679	30	250
4GL20XX	Informix 4GL DBMS	3,520	71	450
	Subtotal	$20,314.00	$283	$1,994
	Discount	4,265.94		
	Total	$16,048.06		

3-11-87
by to Fran Newell

12685 S W Center Street, Suite 400, Beaverton, OR 97005

The above changes will allow for better performance from the system.

The first change is to have the system operate and talk to the main frame computer system under a total SNA network. This will allow both software packages to operate under one controller board in the system and require only one phone line interface with the main frame system.

The second change deals with the replacement of the drives and disk controller units. By changing to ESDI technology we can improve the disk transfer of information by up to 50%. We also increase the usable disk storage of the system by 26 MB.

The third change is to upgrade the system operating system to the newest release available.

The forth and last change is to replace the proposed Data Base Management System (DBMS) software with another DBMS. By changing software it will reduce the amount of "C" code that will be need to be developed and allow the State of Oregon to make change to the software with less difficulty in the future.

Sincerely,

Jim Patton

Jim Patton
Motorola Computer Systems

Acceptance by the State of Oregon

Name

Title

Date 3/3/87

APPROVED AS TO
LEGAL SUFFICIENCY

Asst. Attorney General

Date 2/27/87

MOTOROLA
Computer Systems Inc.

System ID No. 54165
Master Purchase Agreement No. MPAC MPA 59-502
Equipment Schedule No. 03

EQUIPMENT SCHEDULE FOR MASTER PURCHASE AGREEMENT

This Equipment Schedule for Master Purchase Agreement ("Equipment Schedule") is made and entered into by and between Motorola Computer Systems Inc. ("MCS") and the customer named below ("Customer"). The terms and conditions of the Master Purchase Agreement designated above between the parties, including any amendments made subsequent to this Equipment Schedule, are incorporated into and made a part of this Equipment Schedule. MCS agrees to sell to Customer and Customer agrees to purchase from MCS the Equipment listed below.

Equipment Location: Dept. of Transportation I-5 freeway M.P. 274
Woodburn Weight Station, Woodburn, Oregon 97071

Computer Serial Number: _____

Model	Description	Quantity	Purchase Price	
			Unit Charge	Total Item Charge
DC2003	ESDI Controller	1 each	$2,995.00	$2,995.00
DD1820	160 MB ESDI Drive	1 each	5,995.00	5,995.00
	Less State Discount			($1,887.90)

Subtotal	$7,102.10
Continuation Page(s) Total	$ --------
Total Purchase Price	$7,102.10

Approved as to
Legal Sufficiency
Dale K. Norman
Asst AH Gen

ACCEPTED AND APPROVED AS OF _____, 19____
BY MOTOROLA COMPUTER SYSTEMS, INC.

BY: _____
(Authorized signature)

Please type the following:
NAME: _____
TITLE: _____
Br. Office _____ Br. Mgr. Initials _____ CSO Mgr. Initials _____

CUSTOMER
State of Oregon Dept. of Transportation
(Insert full legal name)

BY: _____
(Authorized signature)

Please type the following:
NAME: _____
TITLE: _____
DATE: _____

WHITE—CORP CONTRACTS • CANARY—REGIONAL CTLR • BLUE—CUSTOMER • PINK—MKTG BR. OFFICE • GREEN—CSO • GOLD—ORIGINATOR
87700929 4/86

0139

MOTOROLA
Computer Systems Inc.

SCHEDULE FOR MAINTENANCE AGREEMENT

SPR No. _____

Maintenance Agreement No. _____

This Schedule For Maintenance Agreement ("Schedule") is made and entered into by and between Motorola Computer Systems, Inc. ("MCS") and the customer named below ("Customer"). The terms and conditions of the Maintenance Agreement designated above between the parties, including any amendments made subsequent to this Schedule, are incorporated into and made part of this Schedule. MCS agrees to make available to Customer and Customer agrees to accept certain maintenance services with respect to the equipment listed below and in any supplements hereto.

Equipment Location: Dept. of Transportation
I-5 Freeway M.P. 274, Woodburn
Weight Station, Woodburn, OR 97071

Check One:
XX Indefinite
☐ Fixed Term
Expiration Date of the Agreement: _____

Maintenance Zone: A

Model	Description	Quantity	Monthly Charges	
			Unit Monthly Charge	Total Item Charge
DC2003	ESDI Controller	1	$ 20.00	$ 20.00
DD1820	160MB ESDI Drive	1	60.00	60.00

Extended Maintenance Coverage (Zone A only):

N/A
(Days, Hours)

Subtotal $ 80.00

Total from ____ Continuation Page(s) $ -----

Maintenance Zone Surcharge:
Total Initial Maintenance Rate $_____ × ____ % = $ -----

Extended Maintenance Surcharge:
Total Initial Maintenance Rate $_____ × ____ % = $ -----

Total Monthly Charges $ 80.00

ACCEPTED AND APPROVED AS OF _____, 19__
BY MOTOROLA COMPUTER SYSTEMS, INC.

BY: _____
(Authorized Signature)

Please type the following:

NAME: _____
TITLE: _____
Branch Office ____ Branch Mgr. Initials ____ CSO Mgr. Initials ____

CUSTOMER

State of Oregon Department of Transport.
(Insert full legal name)

BY: _____
(Authorized Signature)

Please type the following:

NAME: _____
TITLE: _____
DATE: _____

WHITE—REGIONAL CONTROLLER • CANARY—REGIONAL CONTROLLER • BLUE—CUSTOMER • PINK—MKTG BRANCH OFFICE • GREEN—CSO

Approved as to legal sufficiency

3/86 87700883

MOTOROLA
Four-Phase Systems

System I.D. No. 54165
Master Software License Agreement No. MSLA 59-505

SCHEDULE FOR MASTER SOFTWARE LICENSE AGREEMENT

This Schedule For Master Software License Agreement ("Schedule") is made and entered into by and between Four-Phase Systems, Inc. ("Four-Phase") and the customer named below ("Customer"). The terms and conditions of the Master Software License Agreement designated above between the parties, including any amendments made subsequent to this Schedule, are incorporated into and made a part of this Schedule. Four-Phase agrees to license to Customer and Customer agrees to license from Four-Phase the object code software listed below and in any supplements hereto, and any other standard software, documentation and materials (except public domain software, documentation and materials) provided by Four-Phase to Customer in connection with such software. Customer agrees to notify Four-Phase if the Computer's maximum terminal capacity listed below is changed.

Computer Location: Dept. of Transportation I-5 freeway M.P. 274

~~Computer Type:~~ Woodburn Weight Station, Woodburn, OR 97071 Computer Serial No.: _____

Maximum Terminal Capacity: _____

Model No.	Description	Release Level	Instal. by Four-Phase	Installation Charge	License Charge	Initial Term
CE5520X	3274SNA & 3776 SNA & CONTROLLER		YES	544.00	3995.00	I
V6820XX	UNIX 5.3 1-32 USERS		YES	375.00	850.00	I
INF20XX	INFORMIX SQL		YES	375.00	2280.00	I
ISM20XX	INFORMIX C-ISAM		YES	250.00	679.00	I
4GL20XX	INFORMIX 4GL DBMS		YES	450.00	3520.00	I
	LESS STATE DISCOUNT				(2378.04)	

Subtotals $ 1,994.00 $ 8945.96
Continuation Page(s) Total $ 0 $ 0
Total $ 1994.00 $ 8945.96

CODES:

Installation by Four-Phase
YC = Yes (Chargeable)
YNC = Yes (Not Chargeable)
N = No

Initial Term
P = Permanent
F = Fixed Term (Insert number of months)
I = Indefinite Term

ACCEPTED AND APPROVED AS OF _____ ,19 ____
BY FOUR-PHASE SYSTEMS, INC

BY: _____
(Authorized signature)

Please type the following:

NAME: _____
TITLE: _____
Br. Office _____ Br. Mgr. Initials _____ CSO Mgr. Initials _____

CUSTOMER
STATE OF OREGON DEPARTMENT OF TRANSPORT
(Insert full legal name)

BY: _____
(Authorized signature)

Please type the following:

NAME: _____
TITLE: _____
DATE: _____

WHITE—CONTRACTS ADMIN • CANARY—FINANCE • BLUE—CUSTOMER • PINK—MKTG BRANCH OFFICE • GREEN—CSO 87700932 5/84

Approved as to Legal Sufficiency
Dale K. Hickman Asst Atty Gen

MOTOROLA
Four-Phase Systems

System I.D. No. 54165
Master Software Support Agreement No. MSSA 59-504
Master Software License Agreement No. MSLA 59-505

SCHEDULE FOR MASTER SOFTWARE SUPPORT AGREEMENT

This Schedule For Master Software Support Agreement ("Schedule") is made and entered into by and between Motorola ("Vendor") and the customer named below ("Customer"). The terms and conditions of the Master Software Support Agreement designated above between the parties, including any amendments made subsequent to this Schedule, are incorporated into and made a part of this Schedule. Vendor agrees to make available to Customer and Customer agrees to accept certain support service with respect to the Software listed below and in any supplements hereto.

Software/Equipment Location: Dept. of Transportation I-5 Freeway M.P.274
Woodburn Weight Station, Woodburn, Oregon 97071
Computer Type: _____ Computer Serial No: _____ Maintenance Zone: _____

Software Product Code	Software Description	Service Level	Monthly Support Charge
V6820XX	UNIX 5.3 1-32 USERS	N/A	0
INF20XX	INFORMIX 5QL	N/A	46.00
ISM20XX	INFORMIX C-ISAM	N/A	30.00
4GL20XX	INFORMIX 4GL DBMS	N/A	71.00
CE5S20X	3274 SNA & 3776 SNA & CONTROLLER	N/A	56.00

CODES:
Service Levels
I = Basic Information Service
II = Enhanced Support Service
III = Local Support Service

Subtotal $ 203.00
Total from _____ Continuation Page(s) $ 0
Maintenance Zone Surcharge:
Total Monthly Support Rate $_____ x _____ % = $ 0
Total Monthly Charges $ 203.00

ACCEPTED AND APPROVED AS OF _____ 19____
BY VENDOR: _____

BY: _____
(Authorized signature)

Please type the following:
NAME: _____
TITLE: _____
Br. Office _____ Br. Mgr. Initials _____ CSO Mgr. Initials _____

CUSTOMER
State of Oregon Dept. of Transportation
(Insert full legal name)

BY: _____
(Authorized signature)

Please type the following:
NAME: _____
TITLE: _____
DATE: _____

Approved as to legal sufficiency
Dept. of Justice Asst. Atty. Gen.

WHITE—CONTRACTS ADMIN • CANARY—FINANCE • BLUE—CUSTOMER • PINK—MKTG BRANCH OFFICE • GREEN—CSO 87700916 5/84

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
(503) 378-4082

In Reply Refer to
File No.:
PLA 9-7

DATE: December 31, 1986

TO: Members of the Woodburn SB Port-of-Entry
Automation Experimental Project Steering Committee

FROM: Milan Krukar *Milan Krukar*
Economic Services - Planning

SUBJECT: Minutes - December 17th Meeting
Woodburn SB Port-of-Entry Automation Experimental Project

Meeting: Wednesday, December 17th, 1986; Executive House, Room 602; Morning 10-11:30.

People Present: PUC:-Walt Collier, Harry Eubanks, Terry Riddell, Walt Yunger; Permits and Weighmasters:-Mike Bollinger, Ken Evert, Doug Gyllenskog, Max Klotz, Don Uselman; Planning:-Milan Krukar.

Purpose: To discuss and resolve some of the questions asked by Motorola Computer Services in their December 8th letter for the Functional Specification Development.

Subject and Resolution: Representatives from Motorola Computer Services met individually with Terry Riddell, Milan Krukar, Dave Dowrie, Ken Evert and Arlo Bones about aspects of the projects. Some questions in the December 8th letter still remained to be resolved. This meeting was called to resolve as many as possible.

A. Data Output

Chronic Offender List - Status Code:
Three digits available to identify each of the following: (1) whether the cornier or plate number is suspended; (2) safety inspection; and (3) weighmaster information.

B. Weight Information

Axle weight information will have to be added to the gross weight since this information is needed by Highway. Citation information needs to be included.

C. Commodity Information

This information needs to be included with the weight and citation data fed into the Supervising System Computer. The identification of hazardous materials will become more and more important in the future. It is necessary to plan for this need now. Four digit code will be needed rather than a single digit.

Resolution: Leave the present commodity code identification presently in use as is. Develop a new form for hazardous materials for Weighmaster use. This will be done by both the Weighmasters and PUC Vehicle Safety Inspection.

D. Safety Status Code

PUC Vehicle Safety Inspection could use 7 bytes for safety for each PUC plate record. There is only 1 byte status information for safety. Data Services Section would like to have data both on carrier profile and specific information on vehicle. Apparently there is room in the data bank for both.

There is need for thought on what types of safety status information is needed. There is a need for an expandable code. A 3-digit alpha-numeric code would work.

Information on safety status is needed - to the minute, hour, and date.

E. Data Packet

Only one combined packet containing both PUC and Weighmaster information should be sent to the ODOT mainframe. Then PUC/ODOT can massage the data for their own use. There is a need to talk with Dave Dowrie for the best way to achieve this.

F. Updating Status

PUC wants to update their files in real time. The Chronic Offender list also needs to be updated frequently. Safety information needs to be updated on an hourly basis.

Comment by Dave Dowrie, ISB

It is possible to do this in real time. The problem is that as more and more people are serviced by the mainframe, the more there is a chance that effective uptime status will go down. The end result is dissatisfied customers.

G. Need for More Phone Lines

Motorola Computer Services said that they would like to have two phone lines. Do we need any more? There is one line for communication and another line for diagnostic purposes. The group felt that this was satisfactory at present.

H. Future Directions

Harry Eubanks will develop the safety code to be used for the packet. The weighmasters and affected PUC members will meet to resolve some of the more specific issues on coding and other matters.

We have to make sure that Motorola gives us the programs in English and user friendly.

I. Other Items

Max Klotz said that a meeting is needed with PUC to discuss future automation needs to avoid duplication. A meeting will be called in January to discuss needs and will include people from Traffic, Planning, Weighmasters, and PUC.

Krukar asked about the status of WIM/AVI software interface project. This is needed to ensure that the Automation System will work. Max Klotz checked into this and the letter was submitted to Don Adams for approval.

MK:cc

PORT-OF-ENTRY AUTOMATION STEERING COMMITTEE

INFORMATION SYSTEMS BRANCH

Dave Dowrie
Tom Petterson

Milan Krukar, Planning Section
John Price, FHWA
Joe Speight, Program Section
Doug Tindall, Construction

WEIGHMASTERS

Ken Evert
Doug Gyllenskog
Max Klotz

PUBLIC UTILITY COMMISSIONER

Harry Eubanks (378-4601)
PUC - Data Services Section
Room 420, L & I Bldg.
Salem, OR 97310

Greg Malkasian (378-6656)
PUC - Audit Division
Room 340, L & I Bldg.
Salem, OR 97310

Terry Riddell (373-1289)
PUC - Commissioner's Office
Room 300, L & I Bldg.
Salem, OR 97310

Walt Yunger (378-6616)
PUC - Systems Development
Room 355, L & I Bldg.
Salem, OR 97310

2/11/86
MK:bj

1905

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Assistant State Highway Engineer

DATE: December ~~18~~ 23, 1986

FROM: Max J. Klotz, Manager
Permits and Weighmasters

SUBJECT: Woodburn Port-of-Entry Automation Experimental Project

Attached is a letter to Larry Rulien prepared by Milan Krukar for my signature requesting approval to add $6,856 to the experimental project to purchase interface software.

This software was in the original construction contract but was dropped to reduce costs. It has now been determined that the software is necessary to make the whole system work and we have to get it.

CMI-Dynamics, the subcontractor that installed the existing system, has given us a price to furnish the software. It is recommended that we go sole source for this software since any other company would have to spend considerable time and money determining what CMI-Dynamics has already installed.

The estimate to add this experimental automation to the POE was $180,060. So far we have committed $122,000. We are still under the estimate but I don't know if it is necessary for Larry to get Commission approval for this request.

dat

Enclosures

cc: Milan Krukar

12/23 Klotz
Commission Approval not required. This purchase approved as sole source and within total project authorization.

RECEIVED
STATE HWY ENGR
DEC 18 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

25-1387

November 26, 1986 PLA 9-

TO: Larry D. Rulien
State Highway Engineer

FROM: Max Klotz, Manager
Permits & Weighmasters

SUBJECT: Addition to the Woodburn SB Port-of-Entry
Automation Experimental Project

Your permission is needed to include an addition to the Woodburn Automation Experimental Project. This addition is the development of WIM/AVI interface software.

This WIM/AVI interface software is needed to make automation a success. This software was in the original WIM turnkey project but was removed to reduce costs. Without this software interface, the automation project will not work. Motorola Computer Systems, our automation consultant, was asked if they could do it but begged off not knowing the WIM software program. CMI-Dynamics installed the WIM systems at Woodburn and Jefferson and developed similar WIM/AVI interfaces. Therefore we would like to go sole source and have them to do this addition at a cost of $6,856.00.

We would like these additional funds and your permission to sign a sole source contract with CMI-Dynamics to develop this WIM/AVI interface immediately so as not to delay the Woodburn Automation Project.

MK:jmy
cc: Ken Evert
David Dowrie
Milan Krukar
Terry Riddell

PERMITS & WEIGHMASTERS
M ..... UP ..... TP ..... SP ..... WM ____
1986
Refer _____
ACT _____

CMI-DYNAMICS, INC.
820 Lafayette Rd.
Hampton, NH 03842
(603) 926-1200 Telex: 750684
TELEFAX (603) 926-7183

Factory:

5353 Wilcox
Montague, MI 49437
(616) 894-9051

WEIGHT MONITORING SYSTEMS

November 25, 1986

State of Oregon
Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Mr. Milan Krukar

Dear Milan:

This is in response to your correspondence of November 18, 1986 concerning the addition of AVI interface at the Woodburn Southbound WIM site. We propose to furnish as follows:

1. Software for interfacing the CMI WIM4 computor to the CMI Data Collection computor. This will also include furnishing the table in the format shown in your correspondence. It does not include the real time software for the WIM 4 to interface with new AVI computor being acquired by Oregon DOT.

Price.....$5,504.00

2. Duplicate of the above for Woodburn N.B.....$ 676.00

3. Duplicate of the above for Jefferson St.....$ 676.00

TOTAL, for jobsite.....$6,856.00

Delivery: 60 days ARO.

Terms: Nat 30 days from delivery.

Warranty: 90 days.

State of Oregon
Mr. Milan Krukar

The above does not include any installation services, however a comprehensive instruction manual will be furnished. Installation and start-up is simple, consisting of the replacement of tapes and Eproms.

I trust that this meets with your approval and will look forward to hearing from you if there are any questions.

Very truly yours,
CMI-Dynamics, Inc.

Jeffrey B Davies

Jeffrey B. Davies
Vice President, Marketing

JBD/dp

9905

December 8, 1986

CON 5 - #9905

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267
Portland, OR 97208

Attention: Jon E. Norris
President

Thank you for your letter of November 20, 1986, cancelling your claim against Contract No. 9905. This was in connection with a claim for $14,395.62 against Woge Construction, subcontractor.

You state this is in reference to Ross Bros. Construction, Inc., Contract No. 9905 for work on the Port of Entry at Woodburn in Marion County.

This information will be noted in our records and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Filed 4-25-86; CL 1986-0169

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
12-8-86cc

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

November 20, 1986

Dept. of Transportation
Transportation Building
Salem, OR 97310

RE: Cascade/Wog'e Construction, Inc.

Gentlemen:

March 25, 1986 I wrote you regarding Cascade's claim against your contract No. 9905(copy attached). Cascade has now been satisfied as to any amounts due from Ross. Bros. for Woge's account on this project and we cancel our lien notice.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97305

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

March 25, 1986

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

RE: Cascade/Wog'e Construction, Inc.

Gentlemen:

Cascade Construction Company, Inc. hereby gives notice of the following claims for Truck and Equipment Rental furnished to Wog'e Construction, Inc.

Truck and Equipment Rental

Contract No.:	9905
Project:	Port of Entry (Woodburn)
Contractor:	Ross Bros. Construction, Inc.
Surety:	Safeco Insurance Co.
Amount Due:	$14,395.62

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97305

Wog'e Construction, Inc.
5237 N. Haight Avenue
Portland, OR 97217

RECEIVED
NOV 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PLA 9-2

TO: MEMO to FILE

DATE: November18, 1986

FROM: Milan Krukar
Transportation Economist

SUBJECT: Minutes of Meeting of the Woodburn SB Port-of-Entry Automation Committee, November 13, 1986

RECEIVED
NOV 19 1986
HIGHWAY ACCOUNTING

Members Present: Walt Collier, PUC; Ken Evert, Weighmasters; Max Klotz, Permits & Weighmasters; Milan Krukar, Planning; Terry Riddell, PUC; Joe Speight, Program Section.

Members Absent: Dave Dowrie, ISB; Tom Petterson, ISB; Doug Tindall, Construction.

Meeting Information: The meeting was held at the Executive House, Room 602, Thursday, November 13, 1986. The meeting started at 8:35 am and was adjourned at 8:50 am.

Purpose: The purpose of the meeting was two-fold -

(1) to inform members of the status of the Motorola contract; and
(2) discuss the Motorola proposal for developing a detailed functional specification document.

Discussion

Krukar brought the meeting to order. Since Dave Dowrie, who has been handling the contract negotiations with Motorola was unable to attend, Krukar told the group what has happened to the contract.

Krukar told the members that he and Dowrie met with Jim Patton on Wednesday, November 5th about the contract. All the changes recommended by Legal Section were agreed and signed off by Motorola. These changes will be amendments to the regular contract. Dowrie took these documents to Legal. Dale Hormann, who was handling the legal part, is on two weeks vacation and the contract was given to Jack Sollis. Since he was not familiar with the project nor the contract, he said that it would take sometime for him to get up to speed. Dave Dowrie is handling this aspect. Executive will have to sign off before the OSHD can sign off on it. Ed Marges will handle this aspect of the contract.

Krukar handed out copies of the November 4th letter from Jim Patton of Motorola Computer Systems to Dave Dowrie proposing a detailed functional specification document as a first step for this project. A copy of the letter is attached. In discussion with Krukar and Dowrie, Jim Patton indicated that it would take 4 to 6 weeks of time to develop this document. Estimated costs would be $12,000. Dave Dowrie said that functional specifications document was a great idea. He asked Motorola to

send him a letter stating that the price was firm. Once he got the letter, he would write a memorandum to Max Klotz recommending that we go ahead and get this document. At the time of the meeting, the letter had not arrived. (A copy of the letter dated November 10th arrived later in the afternoon stating the price and is attached).

After reading the Motorola November 4th letter, a discussion evolved on the merits of their proposal. All members thought that it was a good idea. Both Speight and Evert questioned whether it was part of the RFP. Krukar said that Dowrie thought it was not asked for in the RFP specifically. Questions about the price came up. Krukar said that if the price was $12,000, then it was a bargain according to Dowrie, especially since Motorola did not know exactly what they were getting into.

Max Klotz asked the committee whether or not we should ask Motorola to go ahead with the functional specification document for $12,000. The members unanimously agreed that OSHD should get that document before going ahead with the project.

Krukar brought up the question of financing. Klotz said that the project contract was for $120,000. The additional $12,000 would exceed contract by about $3,000.

Krukar thought that Rulien has authority to sign contracts less than $20,000 and that the Transportation Commission's approval would not be needed. Klotz thought this was correct but was not sure. Krukar thought we may have to get Don Adam's approval and that Klotz should handle it. Klotz suggested that Krukar write a letter to Rulien from Max Klotz about the need for the functional specification document.

Krukar brought up the question of WIM/AVI interface. This was left off the original WIM system turnkey contract. Evert said that Motorola was asked if they could do it as an extra. They thought they may have problems since they did know the system. Krukar suggested going to CMI-Dynamics to do this interface. He would investigate the price. Klotz suggested that this should also be included in the letter to Rulien so that we do not have to ask twice for extra money. The committee members thought that it was a good idea.

Ken Evert brought up the question of the software for WIM. He said that it was proprietary to CMI-Dynamics and that Motorola may have problems. He said that we may need to have a license to use. Krukar said he would look into this, and that he would write a letter to be sent to Rulien by Max Klotz asking approval for additional funds for the specifications and WIM/AVI interface.

MK:jmy:cc
Attachments (2)

cc: With Attachment to Members of Committee

MOTOROLA
Computer Systems Inc.

November 10, 1986

David Dowrie
Manager Computer Operations
Department of Transportation
955 Center Street NE
Salem, Oregon 97310

Dear David,

Per our meeting of November 5, 1986, the price to have Motorola Computer Systems write a functional specification document for the Department of Transportation is $12,000.00. This document will outline in detail all data flow through the Woodburn SC Port-of-Entry system. This functional specification document will be used as a technical base to write the software required for the Port-of-Entry system.

When both parties have signed off to this document then development of the custom software can proceed. It is our intent that this document give the Department of Transportation a look at what to expect from the development of this software application and to provide Motorola Computer Systems a base plan to develop the software.

Please provide us with a letter that you have accepted the above price for this service and we will add it to the contracts.

Look forward to working with you closely in the future.

Sincerely,

Jim Patton

Jim Patton
Marketing Representative
Motorola Computer Systems

cc: State of Oregon
Kenneth R. Evert
Milan Krukar

Motorola Computer Systems
Mike Maniglia
Jim Wilcox
Mike Wilds
Rob Taylor

12655 S.W. Center Street, Suite 400, Beaverton, OR 97005

MOTOROLA
Computer Systems Inc.

November 4, 1986

David Dowie
Manager, Computer Operations
Department of Transportation
955 Center Street NE
Salem, Oregon 97310

Dear David,

To insure a successful inplementation of the State of Oregon, Department of Transportation's Woodburn SC Port-of-Entry system, the first step should be to develop a detailed functional specification. This specification will be developed through a joint effort by Motorola Computer Systems and Department of Transportation. For the equipment currently installed or to be supplied by the State, the specifications and capability of the equipment must be given to Motorola Computer Systems for the purpose of this document and subsequent application development. This document will serve as the technical base line for program development.

The document will detail all data flow through the system. The sequence of events must be documented and include the detail format of data packets moving through the various stages of the application. For example, the data packet received from the AVI and WIM must be documented with all possible responses (actions) accounted for. The specification will also detail all external screens and reports to be presented to the users. The document should be written to contain the detail required for programing (internals) and, where user interface is described (externals), written so that the users of the system can read and understand what to expect when the system is installed.

When this specifiaction is completed, both parties can sign off on its contents. Motorola Computer Systems can then proceed to develop the application to meet the Department of Transportation's expectations.

Motorola Computer Systems is requesting that a detailed functional specification plan be developed before the RFP Workplan is done. It is also requested that the 180-day development time not start until this functional specification plan is done and both parties have signed it. We estimate this plan will take three to four weeks to prepare, providing the information supplied by the State of Oregon and other vendors is provided timely.

12655 S.W. Center Street, Suite 400, Beaverton, OR 97005

We believe this request will benefit the Department of Transportation and allow Motorola Computer Systems to develop a product that will meet and/or exceed the specifications outlined in the original RFP.

Sincerely,

Jim Patton

Jim Patton
Marketing Representative
Motorola Computer Systems

cc:State of Oregon
Kenneth R. Evert
Milan Krukar

Motorola Computer Systems
Mike Maniglia
Jim Wilcox
Mike Wilds
Rob Taylor

9905

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 4, 1986

MISC CONTRACTS and AGREEMENTS No. 9086

In Reply Refer to File No.: CON

TO: Oregon Transportation Commission

FROM: Larry Kullen
State Highway Engineer

AGENDA
SEP 16 1986
1A 1

SUBJECT: Request for Delegated Authority
Port of Entry (Woodburn) Section
Pacific Highway, Marion County
Contract No. 9905

On October 22, 1985, you approved, as part of a $785,000 project overrun package, funds for automating the Woodburn Port-of-Entry. The automation included a Weigh-In-Motion (WIM) system, a variable message sign, an Automatic Vehicle Identification (AVI) system, and a computer, along with the necessary hardware and software to tie it all together. The total system also includes access to PUC records so verification may be made as trucks enter the Port.

The Weigh-In-Motion, Automatic Vehicle Identification, and the Variable Message sign have been installed. The next step is to hire a consultant to provide and install the computer system that completes the system. A Request For Proposal was prepared and sent out. Seven responses were received, two of which met all of the requirements. We have selected Motorola Computer Services, Inc. to provide this service.

Authority is requested to negotiate and sign a contract with Motorola Computer ~~Services~~ Systems, Inc. on behalf of the Commission. The estimated cost is $120,000.

This will be on the September 16 consent calendar.

cc Fred D. Miller
Commission Services ✓
Don Adams
George Bell
Robert E. Royer
C. O. Fredrickson
Max Klotz
W. G. Anhorn
Ed Marges
Milan Krukar

NOTED
FRAN NEAVOLL

Form 734-5182

STATE OF OREGON

INT

Ed -
Do you sign these for Comm. or what.
Don.

TO: Don Adams
Assistant State Highway Engineer

DATE:

FROM: Max Klotz, Manager
Permits and Weighmasters

SUBJECT: Consultant Recommendation
Woodburn SB Port-of-Entry Automation Experimental

The Oregon Transportation Commission approved $203,660 for the automation of the Woodburn SB port-of-entry on October 22, 1985. These monies were for automatic vehicle identification equipment ($23,000), hardware and software for automation ($180,060). The automation portion was a turn-key operation and part of the overall Woodburn SB port-of-entry project.

The Request for Proposal was advertised in the Daily Journal of Commerce, the Oregonian, and the Portland Observer. In addition, announcements on the RFP were sent to computer and software firms listed with the Executive Department. Proposals were received from seven firms, which were evaluated by an Evaluation Committee consisting of six people - one each from Weighmasters, Planning, Information Systems, Program, Construction, and PUC. They were Ken Evert, Milan Krukar, Tom Petterson, Joe Speight, Doug Tindall, and Terry Riddell, respectively.

Of the seven proposals received, five of them were rejected on the basis of not meeting one or more of the mandatory requirements. Only two were found to be satisfactory.

The Evaluation Committee found that Motorola Computer Services, Inc., met all the mandatory requirements, had the most total points, lowest price, and the most points per dollar. The members also felt that the firm had the resources to do the job and meet the goals of the project. Their proposal was in the amount of $110,463, well below the budgeted amount of $180,060. The difference was $69,597. For these resons, the Committee recommended the above firm. The attached memorandum details the reasons.

Therefore, I request the approval of the Consultant Selection Committee to proceed with contract negotiation with Motorola Computer Services Inc. and advise the others they were not selected.

8-22-86
Rubin - Consultant Selection Comm. met 8-21-86 and recommend your approval and your authority to proceed with notification to the competing firms and negotiation of the contract.
ES Hunter

MK:BJ:dat

Attachment

cc: Port-of-Entry Automation Steering Committee
Ed Marges
Loyd Henion

D. R. ADAMS

125-1387

STATE OF OREGON
HIGHWAY DIVISION 378-4082

INTEROFFICE MEMO
PLA 9-7

TO: Max Klotz, Manager
Permits & Weighmasters Unit

DATE: July 29, 1986

FROM: Milan Krukar
Transportation Economist

SUBJECT: Evaluation Committee's Recommendation on Consultant Services -Woodburn SB Port-of-Entry Automation Experimental Project

A. Recommendation

The members of the Evaluation Committee recommend that Motorola Computer Services Inc. be selected as the Consultant for the Woodburn SB Port-of-Entry Automation Experimental Project. Motorola Computer Services Inc. was recommended on the basis of meeting all the mandatory requirements, total points, price, and points per dollar. The Committee feels that Motorola Computer Services Inc. can accomplish the purposes of the project.

B. Reasons for Recommendation

Some 75 RFP's were sent out. By July 11, at 3:00 p.m., seven proposals were received. These were: Motorola Computer Services Inc.; DOXSIS Systems; Real Time Engineering, Inc.; Digital Equipment Corporation; Digital Roadway Corporation[1]; Lonergan and Associates, Inc.; and General Railway Signal.

The Evaluation Committee, consisting of six members from six Highway sections, met three times within a two-week period to evaluate the seven proposals. Four proposals[2] needed clarification and the vendors were contacted to clarify some of their statements. All responded.

Based on their proposals, the Committee determined that five of the seven proposals did not meet one or more of the mandatory requirements and were not given points. Only proposals from Motorola Computer Systems Inc., and Digital Roadway Corporation met all the madatory requirements. Five of the six evaluators scored the proposals, as one was on vacation.

---

[1]Formerly ADEC

[2]These were Motorola Computer Services, DOXSIS Systems, Real Time Engineering, Inc., and Digital Roadway Corporation.

1. Point System Evaluation

The individual evaluator's points and total points are shown in Table 1.

Table 1: Scoring of Proposals

Evaluator	Motorola Computer Systems, Inc.	Digital Roadway Corporation
#1	950[1]	820
#2	930	820
#3	720	770
#4	720	770
#5	880	820
Total Points	4,200	4,000
Price - $	110,463	203,162
Points per Dollar	0.038	0.020

[1]Out of 1,000 points

Motorola Computer Systems Inc. had the highest total points. This vendor also bid the lowest price, although price was considered to be secondary. Based on price and on points per dollar, Motorola Computer Systems Inc. is the logical and clear choice.

2. Price Comparisons

Table 2: Bid Prices in Ascending Order

Vendor	Price
Motorola Computer Systems, Inc.	$110,463
DOXSIS Systems[1]	159,385
Real Time Engineering, Inc.[1]	179,903
Digital Equipment Corporation[1]	187,619
Digital Roadway Corporation (ADEC)	203,162
Lonergan and Associates, Inc.[1]	205,353
General Railway Signal[1]	235,455
OSHD project budget	$180,060

[1]Did not meet mandatories.

Motorola Computer Systems Inc. was clearly the lowest bidder by $49,922 and $69,597 below the OSHD budget. The price difference between the two vendors in the running was $92,699.

The Committee was concerned about the low bid. Contact was made with the Motorola Computer Systems Inc. representative. The question was asked whether Motorola had made a mistake on their price and would they reconsider it. The answer was that the price was firm and that it was a deliberate and conscious company decision. Motorola would stand by it.

3. The Decision

The Committee felt that since Motorola stood behind its price and they met the madatories, that there was no way anybody could beat them on points per dollar. The Committee also felt that Motorola was not a fly-by-night company, that it was reputable, had the monetary resources, and the personnel to do the project. The Committee felt that there was a trade-off between Digital Roadway Corporation's experience with WIM and similar systems, but very poor maintenance record and plan, and Motorola's lack of WIM experience but excellent maintenance package. However, the Committee felt that the other factors out weighed the lack of WIM experience. Therefore, the Committee recommended that Motorola Computer Systems Inc. be selected as the consultant for the project.

C. Reasons for Rejecting Other Vendors

The other five firms were rejected for not meeting one or more of the mandatories. The reasons are tabulated in Table 3.

Table 3: Failure to Meet Mandatories

Vendor	Mandatory Failure
Digital Equipment Corporation	1. Did not meet 1/4-second access time requirement of B-2a; 2. Would not guarantee delivery schedule of A-13; 3. No guarantee on functional compatibility, A-2; 4. Did not meet 1/4-second response time, F-1a.
General Railway Signal	1. Did not meet 1/4-second access time requirement of B-2a; 2. Will not license software, E-1; 3. Tape unreadable on IBM system, B-2A; 4. Does not meet temperature range, A-6.
Lonergan and Associates	1. Does not meet temperature requirements, A-6; 2. Does not meet CRT swivel requirements, C-10; 3. Not specific on other mandatories.
Real Time Engineering, Inc.	1. Does not meet mandatory A-1, which states that OSHD does not want to sign a separate maintenance contract, only with the prime vendor (refer to Real Time's proposal, Section III-4, p. 22).
DOXSIS Systems	1. Does not meet temperature requirements, A-6.

MK:bb
cc: Members of the Evaluation Committee
Carl Schmitz, Executive Department
Port-of-Entry Automation Steering Committee

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310 (503) 378-4082

In Reply Refer to
File No.:

PLA 9-7

DATE: August 1, 1986

TO: Members of the Steering Committee - Woodburn
SB POE Automation Experimental Project

FROM: Milan Krukar *Milan Krukar*
Transportation Economist

SUBJECT: Minutes from the Steering Committee Meeting - July 30, 1986

Members present: Ken Evert, Max Klotz, Milan Krukar, Tom Petterson, John Price, Doug Tindall, Walt Yunger.

The group met in Room 602, Executive House at 10:30 a.m. The purpose was to discuss the Evaluation Committee's recommendation for consultant services based on the submitted proposals. Krukar's memo on that subject was discussed.

The recommended consultant was Motorola Computer Services Inc. There were only two consultants, Motorola Computer Services Inc. (MSC) and Digital Roadway Corporation (DRC), whose proposals met all the mandatories. This was thoroughly discussed. The points awarded by each evaluator was on the chalk board. The reasons for such a point variation for MCS were the evaluator's scoring of MCS's experience.

The point scoring for DRC was more consistent, reflecting the Committee's views on their experience and poor maintenance plan. Tom Petterson said that MCS has the technology and manpower to do the job. They had the best points/dollar which Tindall said was the only criteria for selection according to the "boiler plate".

Several members expressed concern about the extreme low bid of MCS, some $69,000 below the budgeted amount. Krukar said that MCS told him that the bid was no mistake, and that this bid was a deliberate and conscious company decision. Krukar also said the DRC had originally made a mistake on their signed bid transposing some numbers, and they corrected it via telegram.

A discussion on why the other 5 firms were rejected commenced. John Price brought up the point whether or not the Evaluation Committee was too picky on some of the mandatories, i.e., the temperature requirements. The rule followed was that if one or more vendors were able to

meet it, then it stayed in. For example, no vendor met the outside brightness and contrast controls mandatories for CRT. All had outside brightness controls with internal contrast control. So this mandatory was relaxed.

Krukar talked about the second lowest bidder DOXSIS Systems. The Committee was not impressed with their personnel, although they did guarantee their software.

Doug Tindall asked about the various proposed Supervisory System Computers. Krukar said that three proposals had the MicroVax II computer; DRC proposed the Sun 3/160 work station; DOXSIS proposed an AM-2045 computer system; Real Time Engineering proposed a twin MODCOMP Classic II/15T computer with an IBM-PC as a link; and MCS proposed their VME based 68020 computer -System 8000 processor model 400. Tom Petterson felt that they all met our requirements.

A discussion started on the low cost bid from MCS. Krukar said that Dave Dowrie suggested that a performance bond be obtained from MCS because of the extremely low bid. Doug Tindall said it would cost more and that the "boiler plate" covered performance in Section II-4. Sections were read by Krukar. It appeared to cover performance.

John Price said that contracts above $50,000 in which FHWA participates, requires a pre-award audit by our accounting and/or our audit offices to determine eligible costs, overhead costs, etc. Several members felt that we were paying for consultant services and that this was not necessary. This will be checked into.

John Price asked who was going to do the contract. Krukar said that Ed Marges, Program Section, said he would do it. Price said that the FHWA wants a draft of the contract before it is signed to make sure it meets FHWA requirements. He felt sure that Marges knows all the requirements.

A discussion ensued on how we should pay MCS. This should be as an add-on in the contract and needs to be negotiated. It will be spelled out in the contract.

John Price said any project add-ons can also be negotiated if we so desire and be put into the contract.

The Steering Committee agreed with the Evaluation Committee's recommendation that Motorola Computer Systems Inc. was the right choice.

According to Krukar, the next step is to have Max Klotz present our recommendation before the Selection Committee consisting of Ed Hunter, Pat Schwartz, and Don Adams. Klotz read out loud Krukar's suggested draft memorandum. Several suggestions were made. Krukar will re-write the draft for Klotz's signature. Max Klotz may have to make an appearance before them to explain the recommendation.

As soon as the Selection Committee makes their selection, all vendors will be notified and contract negotiations will start. A committee will have to be set up to meet with the consultant and work with them.

MK:bb

P.S. In discussion with Dave Dowrie, he said that since the performance bond is not feasible, he suggests that a work plan be developed with strict mileposts. We should work closely with the consultant on the work plan and all should agree on the mileposts. The work should be closely monitored by a committee. He said that he would have more time in the future to be involved in this project.

STATE OF OREGON
HIGHWAY DIVISION 378-4082

INTEROFFICE MEMO
PLA 9-7

TO: Max Klotz, Manager
Permits & Weighmasters Unit

DATE: July 29, 1986

FROM: Milan Krukar
Transportation Economist

SUBJECT: Evaluation Committee's Recommendation on Consultant Services -Woodburn SB Port-of-Entry Automation Experimental Project

A. Recommendation

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MK:bb
cc: Members of the Evaluation Committee
Carl Schmitz, Executive Department
Port-of-Entry Automation Steering Committee

9905

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

200 S.E. BRIDGEFORD BLVD.
BEND, OREGON 97702
(503) 389-4665

July 18, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97305

Gentlemen:

On January 2, 1986, I sent notice of claim on OSHD Contract No. 9905. You received notice of my claim from the Department of Transportation by their letter dated February 10, 1986.

To date I have not received any payments from Gaynetco, Inc. on this project. My work was completed and invoiced December 31, 1985. Total amount due totals $647.04 which includes interest accrued to July 18, 1986. Interest will accrue at the rate of 38¢ per day forthwith.

If I do not receive payment in full within ten (10) days from the date of this letter, I will turn this claim over to my attorney for collection.

Very truly,

RON PLATT MFG., INC.

Ronald E. Platt

Ronald E. Platt
President

cc: Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

cc: Robert W. Langler
Safeco Insurance Co.
4101 S. W. Kruse Way
Lake Oswego, OR 97034

cc: Neil R. Bryant
Gray, Fancher, Holmes, Hurley & Bischof
P. O. Box 1151
Bend, Oregon 97709-1151

RECEIVED
JUL 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

No resp nec as claim filed

1905

PM17 13-2
SC

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 (503) 378-4082

In Reply Refer to
File No.: PLA 9-7

DATE: July 14, 1986

TO: Members of the Steering Committee on the Woodburn SB Port-of-Entry Automation Experimental Project

FROM: Milan Krukar
Transportation Economist

SUBJECT: List of Vendors that Sent Bids

Seven vendors sent in proposals on the Woodburn SB POE Automation Experimental Project. The list of vendors is attached.

The Evaluation Committee met at 5:00 p.m., Friday, July 11th, to distribute the proposals as soon as possible and try to meet the July 18th deadline. Many people are on vacation, but we will try our best.

MK:bb
Attachment

cc: Loyd Henion
List of vendors

Form 734-3122

WOODBURN SB PORT-OF-ENTRY AUTOMATION EXPERIMENTAL PROJECT

List of Consulting Firms That Sent Proposals

	Firm	Proposal Date	Received Time
1.	Digital Roadway Corporation (ADEC Systems Inc.) 9126-117th St. Edmonton, Alberta Canada T6G 1R9	07/10/86	10:05 A.M.
2.	General Railway Signal 801 West Avenue Rochester, NY 14611	07/11/86	11:52 A.M.
3.	Motorola Computer Systems 12655 S.W. Center St., #400 Beaverton, OR 97005-1601	07/11/86	1:30 P.M.
4.	Digital Equipment Corp. 9570 S.W. Barbur Blvd. Portland, OR 97219-5466	07/11/86	2:06 P.M.
5.	Real Time Engineering, Inc. 116 East Main Street Goldendale, WA 98620	07/11/86	2:25 P.M.
6.	DOXSIS System 6335 Southeast 82nd Portland, OR 97266	07/11/86	2:54 P.M.
7.	Lonergan & Associates, Inc. 5485 N.W. Pondosa Dr. Portland, OR 97229	07/11/86	3:00 P.M.

MK:bb

9905

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310 (503) 378-4082

In Reply Refer to
File No.:

PLA 9-7

DATE: June 25, 1986

TO: Members of the Steering Committee
Woodburn SB Port-of-Entry Automation
Experimental Project

FROM: Milan Krukar
Transportation Economist

SUBJECT: Minutes - June 25th Meeting "Criteria" Evaluation

Persons Present: Max Klotz, Milan Krukar, Walt Yunger, Terry Riddell, Doug Gyllenskog, Ken Evert, Elton Chang, Carl Schmidtz

The meeting started at 10:00 a.m. and ended at 10:30 a.m.

The following items were discussed:

1. Possible Bidders - Krukar listed 6 firms that he felt would submit proposals, and there may be more.

2. Selection - The Committee members felt that in case of a tie, the firms should be called for interviews with the Evaluation Committee.

3. Selection of Evaluation Committee members:

   Ken Evert, Weighmasters
   Milan Krukar, Planning
   Tom Petterson, ISB
   Terry Riddell, PUC
   Joe Speight, Program Section
   Doug Tindall, Construction

4. Criteria Evaluation - Several forms used for selecting the Finance study consultant were distributed. The members felt that similar forms be developed. Ken Evert and Milan Krukar will meet this Thursday to develop criteria forms. Terry Riddell will have his PUC staff develop evaluation forms for the mandatories. Both Elton Chang and Carl Schmidtz want to be kept informed of our procedures, and of all our evaluations. The Executive Department needs a copy for their files.

5. Evaluation Committee Meeting - This was set-up for Tuesday, July 8th, 10:30 a.m., Room 602, Executive House. The discussion will focus on the evaluation forms and procedures.

6. The Committee members stressed the need for being above board in our selection of the vendor. Ken Evert and Milan Krukar said that it appears we may get bids with good hardware and lousy software and vice versa. In discussions with Tom Petterson, after the meeting in my office, he stressed we will have to be hard-nosed and select the vendor who we feel will do the job, and not use obscure or obsolete equipment.

MK:bb

CL 1986-0169

9905

VICTOR ATIYEH
GOVERNOR

Department of Transportation

FILED
APR 25 1986
BARBARA ROBERTS
SECRETARY OF STATE

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 23, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9905

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon E. Morris
President

We have received your letter dated March 25, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Cascade Construction Company, Inc.
AMOUNT:	$14,395.62
FOR:	Truck and equipment rental
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Wog'e Construction, Inc.
CONTRACT NO.:	9905
PROJECT:	Port of Entry (Woodburn) Section Pacific Highway, Marion County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

RECEIVED
APR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

March 25, 1986

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

RE: Cascade/Wog'e Construction, Inc.

Gentlemen:

Cascade Construction Company, Inc. hereby gives notice of the following claims for Truck and Equipment Rental furnished to Wog'e Construction, Inc.

Truck and Equipment Rental

Contract No.: 9905

Project: Port of Entry (Woodburn)
Contractor: Ross Bros. Construction, Inc.
Surety: Safeco Insurance Co.

Amount Due: $14,395.62

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97305

Wog'e Construction, Inc.
5237 N. Haight Avenue
Portland, OR 97217

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

jc

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMIN: (ATION

1. FEDERAL-AID PROJECT NO.
IR-5-5(89)274

2. STATE PROJECT NO.
See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30029

2A. COUNTY NAME
Marion

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
April 18, 1986

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/24/86 we approve a Program Change to increase the scope of work to include work described in the experimental project work plan for automation of Woodburn Southbound Port of Entry.

The experimental project work plan is also approved and you are authorized to proceed with the work described.

RECEIVED
STATE HWY ENGR
APR 21 '86
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Jct	File

Orig to 4/21

14. DATE
4/18/86

15. SIGNATURE OF APPROVING OFFICIAL
D. K. Hoosner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
HIGHWAY DIVISION 378-4082

INTEROFFICE MEMO
PLA 9-7

TO: Files

DATE: February 21, 1986

FROM: Milan Krukar
Transportation Economist

SUBJECT: Minutes of Second Steering Committee
Woodburn Port-of-Entry Automation
March 20, 1986 at 1:30 PM
Room 602, Executive House

Persons present: Harry Eubanks, Greg Malkasian, Terry Riddell, Barbara Woll, Walt Yunger - PUC; Tony Burrow, John Price - FHWA; Leon Brock, Ed Marges - Program Section; Ken Evert, Max Klotz - Permits and Weighmasters; Loyd Henion, Milan Krukar - Planning.

1. Concerns with RFP

John Price and Tony Burrow, FHWA, expressed concerns about Parts I-III of the RFP - the one developed by Dale Hormann, Assistant Attorney General and used by ISB. They found it to be confusing and contradictory, especially for consultant services. It appears to be more appropriate for equipment bids than for consultant services. Krukar said that about 38 percent of the contract is for equipment with the remaining 62 percent going to the consultant for software development and services. Ed Marges said that a personal services contract is more appropriate. He said that he had the appropriate forms. The Steering Committee agreed that the RFP is a consultant services project. Krukar will get with Marges for the appropriate forms and instructions.

2. Funding for the Project

John Price, FHWA, said that their people discussed the project and agreed to fund it as a research project. The FHWA would pick up 33-1/3 percent of the costs - $60,020 of the $180,060.

Price said that the FHWA Needs a formal request for FHWA participation in the project as soon as possible, which should include a work plan. It should come from Leon Brock of the Program Section, and before the RFP goes out. Brock said that Krukar should contact Bob Blensly, Research, for the appropriate format to follow. Krukar said that he would.

3. Review of Part IV - Background Information

Part IV was reviewed by line, paragraph and page. Changes were suggested and discussed. Some were incorporated while others were discarded. Gred Malkasian and his group will modify one paragraph and will give it to Krukar to incorporate. A Funding Limitation paragraph will be added.

4. Review of Part V - Mandating/Desirable Requirements

This, too, was gone over by item, line and page. Several suggestions were made by Riddell and Yunger. Walt Yunger will write them out and give to Krukar to incorporate.

5. Other Comments

Doug Tindall, Construction, who could not attend, told Klotz that he had some suggestions which Klotz thought were pertinent. He told Tindall to give them to Krukar.

6. Next Meeting

The third meeting will be held on Friday, March 7, 1986, 1:30 -3:30 PM, Room 602, Executive House. The purpose will be to review the final (?) version of the RFP.

MK:bb

cc: Port-of-Entry Automation Steering Committee
Leon Brock

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

February 21, 1986

IN REPLY REFER TO
HPR-OR

RECEIVED
STAT . HWY ENGR
FEB 24 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-5(89)274
Woodburn SB Port of Entry
Pacific Highway - Marion County

We have been reviewing the various draft white papers and participating in the Steering Committee to assist us in determining the extent of Federal-aid participation in the evolving Woodburn SB Port-of-Entry automation project.

The automation of the Port-of-Entry will provide benefits to three agencies. PUC will receive information for enforcement of your weight-distance tax and regulation of the carriers. OSHD will improve staff efficiency in enforcing size and weight regulations, safety inspections, and obtaining data for PUC. FHWA will benefit from enhnaced size and weight and safety inspection operations on the Interstate. Considering benefits accruing to all three agencies, we have decided to limit Federal-aid participation to one-third of the costs of the automation project (exclusive of any warranties). Interstate 4R funds may be used, provided the project is classified as an experimental project. We view any future work to refine, upgrade, or expand the system to be a maintenance or operational function and hence expect those costs to be borne by the State.

As an experimental project, it will be subject to evaluation and reporting requirements. A work plan will be required describing the experimental features, time frames, installation inspections and evaluation, and final evaluation and recommendations after a period of use. Mr. Blensly's Research Section manages the experimental projects program and is well versed on initiating them. We recommend they be consulted for assistance.

These evaluations and reporting requirements should not present any new concerns or problems because you would undoubtedly want an evaluation of this innovative operation before installing it in the other new Ports-of Entry.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (R. Royer, Planning)
OSHD (M. Klotz, Weighmasters)
OSHD (R. Blensly, Research)
OSHD (G. Potter, Prgm Mgmt)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PLA 9

DATE: ~~January~~ February 14, 1986

TO: Computer Hardware/Software Vendors

FROM: Department of Transportation
Weighmasters Unit

SUBJECT: Request for Proposals -- Hardware and Software for the Automation of the Woodburn Southbound Port-of-Entry

This request for proposal (RFP) is issued to obtain hardware (minicomputer, terminals, key boards, and printers) and supporting software to be used in the automation of the Woodburn SB Port-of-Entry. The State reserves the right to allow the purchase of two additional sets of similar equipment and software for Cascade Locks and Umatilla port-of-entries.

Vendors who are able to meet the requirements contained in Part V of the RFP are requested to send five copies of a written proposal to:

Jacquie Spenner
Purchasing Division
General Services Department
1225 Ferry St. SE
Salem, OR 97310

All written questions must be received prior to the vendor conference. They should be sent to either one of the contact persons, Dan Pfenning or Milan Krukar. Their addresses and phone numbers are:

Dan Pfenning
Permits and Weighmasters Unit
State Highway Division
Oregon Dept. of Transportation
East Highway Building, Rm. 102
2960 State St.
Salem, OR 97310
(503) 373-1550

Milan Krukar
Economic Services - Planning
State Highway Division
Oregon Dept. of Transportation
Executive House, 6th Floor
325 13th St. NE
Salem, OR 97310
(503) 378-4082

All proposals must be received on or before 3:00 p.m. PST, February 12, 1986. The date and time each proposal is received will be recorded. Proposals will be opened at 3:00 p.m. and the names of proposing vendors will be available at that time.

Schedule of Events

Mail RFP	~~Feb 14~~	~~January 15~~, 1986
Vendor Conference	Feb. 28th	~~January 29~~, 1986
Proposal Due	March 28th	~~February 12~~, 1986
Announce Award	April 11th	~~February 26~~, 1986
Contract Signed	April 25th	~~March 10~~, 1986

The State reserves the right to reject any or all proposals received.

MK:bb

PART V

MANDATORY/DESIRABLE TECHNICAL REQUIREMENTS

Economic Services
Planning Section
State Highway Division
Oregon Department of Transportation

January 1986

I. MANDATORY REQUIREMENTS

A. General Mandatories

1. Vendor must guarantee functional compatibility between all hardware and software proposed.

2. Vendor must supply all necessary cables, connectors, power supplies, and cooling fans.

3. Vendor must supply at least 3 copies of reference and maintenance manuals for all hardware and software.

4. Training and orientation in system operation and on operating system software must be provided for 10 people. The Vendor must state the cost to provide this service.

5. All equipment must operate in a non-air conditioned office environment - temperature range 50^{o}-90^{o}F.

6. Vendor must demonstrate previous experience with similar hardware and state references having existing installations.

7. Vendor must have installed and/or programmed AVI systems since the prime purpose of the computer installation is to incorporate AVI data into the management base of the PUC station.

8. Vendor must describe previous experience with "real time" applications software.

9. Vendor must provide information showing his experience with weigh-in-motion equipment and static scale operations and data. Experience with related hardware is required as the Supervisory Computer (SC) must interface to other Vendor's hardware and it will be the responsibility of the Supervisory Computer supplier to supply hardware and software to allow the Supervisory Computer to interface to this equipment.

10. Vendor must provide a demonstration of any or all, at the State's option, mandatory features.

B. Supervisory Computer Mandatories

1. The Supervisory Computer must be at least equivalent to MicroVax II system, or functional equivalent, or better.

2. The Supervisory Computer is required to perform the following tasks:

   a. To receive vehicle packets from the WIM-4, look up a vehicle's identification and "chronic offender" list and respond with an override packet within one quarter of a second.

b. To accept vehicle identification (PUC number) and commodity codes from the static scale operator and to provide license and permit information on the specified vehicle.

c. To accept data base updates from PUC personnel at the POE and Salem main office.

d. To compile statistical tables of the vehicles passing through the POE and to print these tables on demand.

e. To accept violation information from the Weighmaster which then can be compiled in statistical tables; and print them on demand.

3. The Supervisory Computer must be capable of storing a minimum of 250,000 vehicle records with future expansion capabilities that will allow the software to be conveniently "transported" to a larger, compatible system. Appendix A shows the type of records that will have to be stored.

4. Must be able to store 5,000 transponders or more.

5. Must be able to store a "chronic offender" list of 1,000.

6. Data back-up and software files shall be stored on a non-volatile cartridge-type storage unit with at least 90 megabytes of storage and read/write speeds greater than 70 in/sec. (streaming).

7. The operating system must support a multi-tasking, multi-user environment with a 'C' compiler for on-site compilation if the need arises. The compiler used for program development must be included for on-site compilation.

8. The computer must be capable of addressing at least 8 Mbytes of high-speed memory, should the need arise in future expansion. This capability must be demonstrated by the Vendor providing specification sheets for the proposed hardware.

9. The computer shall have dual floppy drives (or equivalent) for transfer of software updates from the Vendor to ODOT.

10. Since the Supervisory Computer will be approximately 1,000 feet from the "roadside" hardware, it is essential that lightning protection and noise suppression safeguards be included in the interface between the remote hardware and the Supervisory Computer. The Vendor must demonstrate on how he proposes to meet these requirements.

11. An automatic restart without manual intervention with appropriate safeguards to avoid data loss is required. The Vendor shall specify the approach used for protecting files in the event of power failure.

12. Must provide an uninterruptible power supply which will allow for five (5) minutes of Supervisory Computer operation if power is lost.

13. The Vendor must specify details pertaining to I/O ports and service for the proposed computer system. Response times in the event of failure and maintenance contract costs shall be explicitly outlined. Details pertaining to similar hardware in operation shall be provided in order to give some insight into reliability and Mean Time Between Failure (MTBF) of the proposed equipment. Service engineer must be on-site within 16 hours of being notified of breakdown.

14. The Supervisory Computer system must be able to access a time-of-day clock.

15. The Supervisory Computer must have paging virtual memory for easy expansion of the number of vehicles with transponders and the number of permit types.

16. The Supervisory Computer must have auto-answer/auto-dial capability for updates from the Salem office and transfer of data and tables.

17. Dial ports must include a dial-back system for security.

18. The Supervisory Computer will require at least 8 lines for:

    - 2 static scale operator terminals
    - 2 printers (one located at each of the static scales)
    - modem
    - WIM-4

    The serial interfaces must include hardware buffering to ensure that bursts of characters from the WIM-4 or the modem are not lost.

19. The Supervisory Computer must be warranted for at least one year, and the Vendor must offer a maintenance contract for at least the next 5 years.

C. <u>CRT Mandatories</u> (2)

1. Monochrome display.

2. Must have a useable screen size (excluding border) of at least 11 inch diagonal.

3. Must display the 95-ASCII character set.

4. Must display lower case letters with true descenders.

5. Must support blinking characters.

6. Must have brightness and contrast controls.

7. Must display at least 25 lines by at least 80 characters wide using a character matrix of at least 9 x 14.

8. Must support a half-intensity mode.

9. Must support a reverse video mode.

10. Must allow the display of text underlining.

11. The monitor must be able to be tilted and rotated.

12. Must be supported by the Supervisory Computer hardware and software.

D. Keyboard Mandatories (2)

1. Must be a standard typewriter layout.

2. Must have the following control keys:

   a. Cursor movement:
      Left;
      Right;
      Up;
      Down;
      Tab Forward;
      Tab Backward;
      New Line;
      Home;
      Page Up;
      Page Down;
      End;
   b. Insert Character
   c. Delete Character
   d. Shift Lock
   e. At least 10 user assignable function keys. These keys must be able to duplicate the functions of the IBM PC function keys.
   f. Escape Key
   g. Control Key
   h. Alternate Key

3. Must have a ten-key (0-9) Arabic numeral key pad with decimal point and indicator light. The key pad must be an integral part of the keyboard.

4. Must be detachable from the CRT.

5. Must have rollover capability (allows a key to be struck prior to release of previously struck key).

6. Must have auto repeat capability.

7. Must have a type ahead keyboard buffer with at least 15 characters.

E. Printer Mandatories

1. Must have a minimum of 13.2 inch carriage.

2. Must be capable of operating at speeds of 120 or faster.

3. Must be able to print using a 3-part form.

4. Must be designed for continuous operation equivalent to Data South DS-220 or equivalent, since the printers will be in operation 24 hours a day, 7 days a week, 363 days a year.

5. Must have a service engineer on-site within 16 hours after being identified of problem.

F. General Software Mandatories

1. Software source code becomes property of ODOT.

2. Software must be transferrable and configurable to different situations, e.g. Ashland, Klamath Falls, Farewell Bend, Cascade Locks, Umatilla port of entries.

3. The application software shall be written in "C" language or other real-time language.

4. All software must be written in a structured format for easy maintenance.

5. All software must be written to display information in "real-time".

Add #6

7 6. The Vendor must provide telephone assistance within 24-hours if software problem(s) occur.

G. Software Interfacing the Supervisory Computer to the WIM-4 Mandatories

The WIM-4 will have serial ports connecting it to the console terminal(s), the printers, the SC computer, and the vehicle identifier. The printers can be either serial or parallel.

1. The software must be written in such a fashion so that the Supervisory Computer can accomplish the following tasks:

   a. To receive vehicle packets from the WIM-4, look up a vehicle's identification and respond with an override packet within one quarter of a second.

   b. To accept vehicle identification (PUC number) and commodity codes from the static scale operator and to provide license and permit information on the specified vehicle.

   c. To accept data base updates from PUC personnel at the POE and Salem main office.

   d. To compile statistical tables of the vehicles passing through the POE and to print these tables on demand.

   e. To accept violation information from the Weighmaster at the static scale which then can be compiled in statistical tables, and print them on demand.

6. All software must have internal security built-in to prevent unauthorized access to the programs and data.

2. The software multi-tasking feature must allow high priority servicing of real-time data from existing weigh-in-motion equipment and static scale data.

3. The software must display to the weighmasters a screen similar to the paper forms now in use. The screen has spaces for:

   a. The PUC plate number.
   b. The name as entered by the weighmaster.
   c. The name as registered.
   d. The company name.
   e. The city and state as registered.
   f. Whether or not the vehicle is leased.
   g. The vehicle type (log, tanker, dump, etc).
   h. The vehicle make.
   i. The declared weight.
   j. The combined scale weight.
   k. The number of axles.
   l. The time and date.
   m. The plate status.
   n. Safety inspection status.
   o. Permit status (E plate).
   p. Commodity code.
   q. Violations.

4. The software must allow the weighmasters to view the "chronic offender" list.

5. The Supervisory Computer software must also provide the weighmasters the following daily summary list on:

   a. Number of vehicles weighed by class type, commodity, and weights obtained from the static scales during the 24-hour period.

   b. Number of violations by axle, tandem, group of axles, combination or vehicles, oversize, bridge formula, and non-weight related.

   c. Number of vehicles weighed by the hour during a 24-hour period.

   d. Violation percentage by each of the totals, and total violations.

   e. Historical statistics for WIM and static scale data - by month, quarter, and year.

6. Software for ODOT must be able to generate reports as needed.

H. Interface of Weightronix Static Scale with SC

Develop software to link the two Weightronix static scales with the SC. The system must do the following:

f. The software must have internal security built-in to prevent unauthorized access to the programs and data.

1. Allow the weighmasters to key in the PUC number or other truck identification and commodity number as the vehicle approaches the static scales.

2. Allow the weighmaster to observe the weights on the screen, confirm and allow transfers from screen to Supervisory Computer without re-entering the data.

3. Store the data for PUC.

4. Allow the weighmaster to manually record the oversize, non-weight and weight violation citations including citation number for storage and future reporting.

5. Obtain a daily summary list on:

   a. Number of vehicles weighed by class type, commodity, and weights obtained from the static scales during the 24-hour period.

   b. Number of violations by axle, tandem, group of axles, combination of vehicles, oversize, and non-weight related.

   c. Number of vehicles weighed by the hour during a 24-hour period.

   d. Violation percentage by each of the totals, and total violations.

   e. Historical statistics - by month, quarter, and year.

I. <u>File Transfer/Communications Mandatory</u>

Develop software to link the SC with the ODOT mainframe to allow for both downloading and uploading upon demand and at pre-set day and time.

1. ODOT will provide the modem for the interface between the ODOT mainframe and the Supervisory Computer.

2. The Vendor will provide full documentation for communication with the Supervisory Computer.

3. The Vendor will develop software to link the SC with the ODOT mainframe to allow for both downloading and uploading upon demand and automatically under a remote job entry (RJE) protocol. Specify protocol to be used.

4. The software must use systems network architecture/synchronous data link communications (SNA/SDLC) protocol, and share a multi-drop line with other existing SNA/SDLC nodes.

5. Supervisory Computer must include software which allows it to emulate on IBM 3274-C61 control unit for interactive mainframe communications.

6. No data must be lost while the SC is transferring data to ODOT computer.

J. Link to Weightronix Static Scale

The Weightronix Static Scale must be linked to the Supervisory Computer so that the static weights can be transferred - axle, tandem and gross.

K. Time Schedule

The contractor will have 180 days to procure the hardware, develop the software and install and test the system from the day of the signing of the contract.

MK:bb
Updated 12/30/85

APPENDIX A

Sample Files for Woodburn Weighmaster System
for Public Utility Commissioner of Oregon

Plate File (app. 250,000 records):

Plate #	6 bytes
Authority #	7
Body Code	2
Company #	7
Make	3
VIN	14
Lease Code	1
Declared Weight	3
Plate Status	1
Total	44

Plate File (app. 250,000 records):

64 bytes

1/3/86
MK:bj

PMT 13-2
SP

STATE OF OREGON
HIGHWAY DIVISION 378-4082

INTEROFFICE MEMO
PLA 9-7

TO: Files

DATE: February 11, 1986

FROM: Milan Krukar
Sr. Transportation Economist

SUBJECT: Minutes of First Steering Committee
Woodburn SB Port-of-Entry Automation
February 10, 1986 at 1:30 p.m.

Persons present:

Dave Dowrie, Information Systems Branch
Ken Evert, Weighmasters
Doug Gyllenskog, Weighmasters
Max Klotz, Weighmasters
Milan Krukar, Planning Section
Greg Malkasian, PUC
Tom Petterson, Information Systems Branch
John Price, FHWA
Terry Riddell, PUC
Joe Speight, Program Section
Doug Tindall, Construction
Walt Yunger, PUC

Max Klotz opened the meeting talking briefly describing the goals of Woodburn POE automation and long-term WIM/AVI goals for all POEs. Both Klotz and Krukar took turns discussing the aspects of the white paper. Krukar described how the system is expected to work.

Funding was discussed. John Price said that the FHWA was still discussing whether or not to fund it. The problem was that the funding came from 4R construction funds and that the automation is primarily operations. Arguments were made from various persons on the benefits of automation to safety and weight enforcement. Price said that the would like the "chronic offender" list expanded in the white paper. He also said that FHWA have not yet received an official request for pending of this project. Krukar said that he would expand the "chronic offender" list paragraph and look into the official request.

There was a discussion on what kind of equipment and software was needed for automation. The WIM was already installed, the AVI equipment has been ordered, and the automation system will have to be put out for bids. Benefits and the payback period were also described.

Klotz discussed the purpose of this committee - to help with the RFP; help with the selection of the consultant; make sure the consultant knows what is wanted; and help oversee the consultant. He said committee time would be minimal.

The RFP is important and everything that is needed should be included. Malkasian suggested that Harry Eubanks and Safety people should be also be involved. It was suggested that Krukar send copies of the draft RFP to all the people present for their comments. Krukar said he needed comments before the next meeting.

The next meeting was set up for Thursday, February 20th, 1:30 p.m.-3:00 p.m., in Room 103 of the Executive House.

The meeting was adjourned.

MK:bj

cc: Port-of-Entry Automation Steering Committee✓

CL 1986-0071

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 12 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 10, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9905

Ron Platt Mfg., Inc.
200 S.E. Bridgeford Blvd.
Bend, OR 97702

This will acknowledge your letter dated January 2, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Ron Platt Mfg., Inc.
AMOUNT:	$582
FOR:	Fabrication of sign structure
AGAINST (prime contractor):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	9905
PROJECT:	Port of Entry (Woodburn) Section Pacific Highway, Marion County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Langler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97305

Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
3-3-86cc

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S. E. BRIDGEFORD BLVD.

January 2, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Port of Entry (Woodburn) Section of Pacific Hwy.
Marion County, Oregon, OSHD Contract #9905

CONTRACTOR: Ross Bros. Construction, 3501 Brooklake Rd. N.,
Salem, Oregon 97305

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Gaynetco, Inc. 10416 N. E. Marx, Portland, Oregon 97220, to fabricate the sign structures for the above mentioned project.

The sign structures have been completed since December of 1985. We have not been paid $582.00 for work performed. Total amount of $582.00 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,

RON PLATT MFG., INC.

Ronald E. Platt

Ronald E. Platt
President

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(89)274

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: December 24, 1985

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Port of Entry (Woodburn)

11. GENERAL DESCRIPTION OF WORK

Lease and installation of reader at Southbound Port of Entry (Woodburn)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12-24-85 as requested in Mr. Fredrickson's letter of 12-22-85 as being cost effective for the use of State forces to proceed with the above work with Federal-aid participation limited to lease and installation of reader at Southbound Woodburn Port of Entry. Also, the lease period is for 12 months, rather than 6 months.

State Force Order No. 6 is approved to a TEC of $8,150;
Federal Funds $7,516.

RECEIVED
STATE HWY ENGR
JAN 22 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 1/22

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/17/86	A. Christianson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

WOODBURN SOUTHBOUND PORT-OF-ENTRY AUTOMATION

White Paper

Economic Services
Planning Section
State Highway Division
Oregon Department of Transportation

January 1986

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III. Automation

- A. Components
- B. The Need for Automation
- C. Time Frame

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- A. Existing POE Functions
- B. Automated POE Functions

V. Benefits from Automation

Assumption One: All Trucks have Transponders by 1989/1990

- A. Weighmaster Benefits
- B. PUC Benefits
- C. OSHD Data Collection
- D. Improved Weight Enforcement
- E. Improved Safety Enforcement
- F. Truck Productivity
- G. Pay-back Period

Assumption Two: 400 Trucks with Transponders for this Feasibility Study

- A. Weighmaster Benefits
- B. PUC Benefits
- C. OSHD Data Collection, Improved Weight Enforcement, Improved Safety Enforcement
- D. Truck Productivity
- E. Pay-back Period

VI. How the System Will Operate

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- C. Costs of Equipment
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Appendix A: General Specifications

WOODBURN SOUTHBOUND PORT-OF-ENTRY AUTOMATION

I. General Introduction

The Woodburn Port-of-Entry (POE) is located on Interstate Highway I-5 Southbound at approximately mile post 274.40. The Woodburn POE will have one weigh-in-motion sorter system and two electronic static scales. The latter are located by the Weighmaster and PUC offices. A truck inspection building is also on the premises off to the west side.

It is expected that the Woodburn POE will be the busiest POE in the state. All port-of-entries are operated around the clock and 7 days a week. A minimum of 2000 trucks are expected to pass through the scales during a 24-hour period. One hundred fifty to 200 trucks will pass during peak hours.

The plan is to completely automate this POE to minimize the Weighmaster and PUC tasks, resulting in improved weight and safety enforcement, more data for planning and design purposes, and manpower and time savings to the State and the trucking industry.

II. Purpose of Automation

The purpose of this automation of Automatic Vehicle Identification (AVI), Supervisory Computer (SC), and Weigh-in-Motion (WIM) at one POE is to show that POE's can be automated so that the Highway Division and PUC can benefit from manpower savings and improved enforcement of weight limits and safety, and truckers experience time savings. The immediate purpose is to show the feasibility of completely automating a POE, the problems involved, the benefits to the Weighmasters, PUC, Planning, and trucking firms from improved weight enforcement and safety, manpower and time savings, and more and better data collection on heavy vehicles.

III. Automation

A. Components

The automation of the Woodburn SB POE will consist of five elements which are: (1) the Weigh-in-Motion (WIM) Sorter; (2) the Automatic Vehicle Identification System (AVI); (3) the electronic static scales; (4) the supervisory computer (SC); (5) and the various software interfaces.

B. The Need for Automation

Present technology offers the opportunity to improve efficiency at our POE's. POE's are presently labor intensive for the weighmasters and PUC. Automating the system would mean long-term increases in productivity resulting in reduced manpower requirements, better data collec-

tion, more efficient truck weight, size and safety enforcement, improved weight-mile tax collection and audits, and time savings to POE users.

C. Time Frame

The system can be operational by October 1986. It will take two months to develop the RFP and select the consultant, and another 6 months to select the hardware and develop the necessary software.

D. Selection of Hardware and Software

The State will open the RFP to all bidders. The successful consultant will select the hardware and develop the necessary software.

IV. What the System Will Do

A. Existing POE Functions

The purpose of a POE is to monitor and control trucks using state highways with respect to truck weight, size, safety, and weight-distance taxation. These various functions are divided or shared between the weighmasters and the Public Utility Commissioner (PUC).

The purpose of the weighmasters are to protect the Oregon highways from overloaded and oversized trucks and monitor truck safety and the transport of hazardous materials. Their functions are tied to their purpose. Weighmasters' functions are to weigh trucks to ensure that they are legal with respect to gross, axle and tandem weights, height and width, and comply with bridge formula. Weighmasters have statutory authority to control weight, size and safety and cite violations. They, along with PUC, monitor trucks for safety and the transport of hazardous materials. The weight information is used by PUC for weight-distance tax audits.

PUC has both regulatory and tax collection functions. The Motor Carrier Division's functions at POE's are to collect weight-distance taxes from those vehicles who are not already registered, enforce truck equipment safety, and monitor the transport of hazardous materials. The latter two functions are shared with weighmasters although ODOT has statutory responsibility and control.

At present, it takes a Weighmaster 20 to 40 seconds to weigh a truck at a static scale, depending upon the truck type. More time is needed if the truck is found to be in violation. The Weighmaster manually records the truck identification, commodity, number of axles, gross weight, and axle weights. Thirteen manual tasks are required to complete the above procedure. This information is sent to the Public Utility Commissioner Motor Carrier Division, where it is manually key-punched into the PUC mainframe computer. This information is used for tax audit purposes.

About 85 percent of the trucks passing through the static scales already have the PUC papers and are weight legal. The remaining 15 percent are either cited for some kind of weight violation or need an extended weight permit or a PUC permit for weight registration and/or

data is stored and summarized weekly, and telemetered to the Salem office. The WIM data on trucks that are allowed to bypass the static scales will be transferred and stored on the SC computer.

The linking of the Weightronix static scales to the SC will allow the automatic recording and storing of the static weights. The Weighmaster will directly feed the truck identification (PUC number) with the data commodity number into the SC. This automated system will improve Weighmaster productivity by reducing the present 13 manual tasks to four. PUC will save on keypunch operator's time and keypunching errors.

Safety inspection information will also be in the SC files. Weighmasters will be able to tell when a truck was inspected. If it has not been recently inspected, they will be able to send the truck to the safety inspection bay.

This static weight information, along with the WIM information on trucks bypassing the static scales, will be stored and transferred to the PUC mainframe computer. The SC will also provide the Weighmaster a daily summary on the number and types of vehicles weighed at the static scales and number of violations by type. PUC will be able to update the vehicle files to the SC on a daily basis.

The combination of AVI, SC and WIM will permit trucks to completely bypass the static scales and the PUC office provided they meet both PUC and weight limit requirements and regulations. A POE with a WIM sorter scale and without AVI and SC will not permit trucks to bypass the PUC station, only the static scale. Therefore, an AVI and SC system is needed to make this POE automation demonstration work properly.

It should be noted that at this time, only 400 trucks of the total fleet will have transponders. Based on the AVI experience at Woodburn NB weigh station, about 100 trucks with transponders will pass through the Woodburn POE daily. This limited system will demonstrate the feasibility of the fully automated POE. This small sample should not affect the linkage of the Weightronix static scales with SC, and should demonstrate even more forcefully the improved productivity of the weighmasters.

V. Benefits from Automation

The State and the trucking industry will benefit from such a system. These benefits will occur if the system is fully automated and all vehicles carry transponders. Both the weighmasters and PUC will benefit from improved productivity. The State will benefit from improved weight and safety enforcement. Various highway sections will benefit from improved data collection. The trucking industry will benefit from time savings from minimizing productivity losses at the POE.

Assumption One: All trucks have Transponders by 1989/1990.

A. Weighmaster Benefits

payment of weight-distance taxes. These trucks will have to go to the legalized loop and park. The truck driver will have to make a stop which may vary from 5 to 25 minutes or longer depending if his truck load is weight illegal and has to be adjusted or removed. Extra time is needed by the Weighmaster to write violations.

B. Automated POE Functions

A fully automatic system at the Woodburn POE will allow the trucks (assuming all trucks have transponders) to bypass the static scales and the PUC office. Eighty-five percent of the trucks will be able to take advantage of this, minimizing their productivity losses. A truck with a transponder will have its identification number read by the AVI reader and also weighed by the WIM. This data will be transmitted to the SC and stored for future transfer to the PUC mainframe computer. The SC will have data on 250,000 vehicles including a "chronic offender" list of 1,000 allowing the weighmasters to automatically check if the truck both meets the weight and legal registration conditions. If the truck meets both the weight limits and registration requirements, then it will automatically be permitted to bypass both the static scales and the PUC office thus minimizing time losses.

The "chronic offender" list is a list of truckers and trucking firms that continually violate weight, size and safety laws, and also includes a list of invalid plates and restricted carriers. The information on repeat weight, size and safety offenders will be supplied by the weighmasters while the latter information on invalid plates and restricted carriers will come from PUC. At this time, the weighmasters do not have an official "chronic offender" list, but individual weighmaster districts keep informal tabs on "chronic offenders" in their area. This list will be current, official, and will start immediately. The weighmasters will use this list to try to get additional sanctions on the individual truckers and trucking firms. Trucking firms, that are in continual violation, will be visited by weighmasters and warned about their performance. PUC does have an invalid plate and restricted carrier list in Salem, but this information frequently does not get to the field offices in time and may not be current. This list will enable the weighmasters and PUC to catch tax violators immediately. The use of this list should enhance weight, size, safety and tax enforcement.

If the WIM shows that the truck does not meet gross or axle weight limits and/or bridge formula, and oversize criteria, and the SC shows that it meets PUC requirements, and/or safety inspection validation, and is not on the "chronic offender" list, then the truck will have to only go to the static scales to be weighed. If in violation, it will be ticketed. If the WIM shows that the weights are legal, but SC shows that PUC registration requirements have not been met, then the truck may bypass the static scales but still has to go to the PUC office to obtain the necessary papers. If the truck violates both the legal weight limits and/or size limits, and PUC requirements, then the truck will have to go to both the static scales and the PUC office. This automated system should reduce the number of vehicles going to the static scales to 15 percent of the total traffic. All of the WIM

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RETAKE

WOODBURN SOUTHBOUND PORT-OF-ENTRY AUTOMATION

I. General Introduction

The Woodburn Port-of-Entry (POE) is located on Interstate Highway I-5 Southbound at approximately mile post 274.40. The Woodburn POE will have one weigh-in-motion sorter system and two electronic static scales. The latter are located by the Weighmaster and PUC offices. A truck inspection building is also on the premises off to the west side.

It is expected that the Woodburn POE will be the busiest POE in the state. All port-of-entries are operated around the clock and 7 days a week. A minimum of 2000 trucks are expected to pass through the scales during a 24-hour period. One hundred fifty to 200 trucks will pass during peak hours.

The plan is to completely automate this POE to minimize the Weighmaster and PUC tasks, resulting in improved weight and safety enforcement, more data for planning and design purposes, and manpower and time savings to the State and the trucking industry.

II. Purpose of Automation

The purpose of this automation of Automatic Vehicle Identification (AVI), Supervisory Computer (SC), and Weigh-in-Motion (WIM) at one POE is to show that POE's can be automated so that the Highway Division and PUC can benefit from manpower savings and improved enforcement of weight limits and safety, and truckers experience time savings. The immediate purpose is to show the feasibility of completely automating a POE, the problems involved, the benefits to the Weighmasters, PUC, Planning, and trucking firms from improved weight enforcement and safety, manpower and time savings, and more and better data collection on heavy vehicles.

III. Automation

A. Components

The automation of the Woodburn SB POE will consist of five elements which are: (1) the Weigh-in-Motion (WIM) Sorter; (2) the Automatic Vehicle Identification System (AVI); (3) the electronic static scales; (4) the supervisory computer (SC); (5) and the various software interfaces.

B. The Need for Automation

Present technology offers the opportunity to improve efficiency at our POE's. POE's are presently labor intensive for the weighmasters and PUC. Automating the system would mean long-term increases in productivity resulting in reduced manpower requirements, better data collec-

tion, more efficient truck weight, size and safety enforcement, improved weight-mile tax collection and audits, and time savings to POE users.

C. Time Frame

The system can be operational by October 1986. It will take two months to develop the RFP and select the consultant, and another 6 months to select the hardware and develop the necessary software.

D. Selection of Hardware and Software

The State will open the RFP to all bidders. The successful consultant will select the hardware and develop the necessary software.

IV. What the System Will Do

A. Existing POE Functions

The purpose of a POE is to monitor and control trucks using state highways with respect to truck weight, size, safety, and weight-distance taxation. These various functions are divided or shared between the weighmasters and the Public Utility Commissioner (PUC).

The purpose of the weighmasters are to protect the Oregon highways from overloaded and oversized trucks and monitor truck safety and the transport of hazardous materials. Their functions are tied to their purpose. Weighmasters' functions are to weigh trucks to ensure that they are legal with respect to gross, axle and tandem weights, height and width, and comply with bridge formula. Weighmasters have statutory authority to control weight, size and safety and cite violations. They, along with PUC, monitor trucks for safety and the transport of hazardous materials. The weight information is used by PUC for weight-distance tax audits.

PUC has both regulatory and tax collection functions. The Motor Carrier Division's functions at POE's are to collect weight-distance taxes from those vehicles who are not already registered, enforce truck equipment safety, and monitor the transport of hazardous materials. The latter two functions are shared with weighmasters although ODOT has statutory responsibility and control.

At present, it takes a Weighmaster 20 to 40 seconds to weigh a truck at a static scale, depending upon the truck type. More time is needed if the truck is found to be in violation. The Weighmaster manually records the truck identification, commodity, number of axles, gross weight, and axle weights. Thirteen manual tasks are required to complete the above procedure. This information is sent to the Public Utility Commissioner Motor Carrier Division, where it is manually key-punched into the PUC mainframe computer. This information is used for tax audit purposes.

About 85 percent of the trucks passing through the static scales already have the PUC papers and are weight legal. The remaining 15 percent are either cited for some kind of weight violation or need an extended weight permit or a PUC permit for weight registration and/or

payment of weight-distance taxes. These trucks will have to go to the legalized loop and park. The truck driver will have to make a stop which may vary from 5 to 25 minutes or longer depending if his truck load is weight illegal and has to be adjusted or removed. Extra time is needed by the Weighmaster to write violations.

B. Automated POE Functions

A fully automatic system at the Woodburn POE will allow the trucks (assuming all trucks have transponders) to bypass the static scales and the PUC office. Eighty-five percent of the trucks will be able to take advantage of this, minimizing their productivity losses. A truck with a transponder will have its identification number read by the AVI reader and also weighed by the WIM. This data will be transmitted to the SC and stored for future transfer to the PUC mainframe computer. The SC will have data on 250,000 vehicles including a "chronic offender" list of 1,000 allowing the weighmasters to automatically check if the truck both meets the weight and legal registration conditions. If the truck meets both the weight limits and registration requirements, then it will automatically be permitted to bypass both the static scales and the PUC office thus minimizing time losses.

The "chronic offender" list is a list of truckers and trucking firms that continually violate weight, size and safety laws, and also includes a list of invalid plates and restricted carriers. The information on repeat weight, size and safety offenders will be supplied by the weighmasters while the latter information on invalid plates and restricted carriers will come from PUC. At this time, the weighmasters do not have an official "chronic offender" list, but individual weighmaster districts keep informal tabs on "chronic offenders" in their area. This list will be current, official, and will start immediately. The weighmasters will use this list to try to get additional sanctions on the individual truckers and trucking firms. Trucking firms, that are in continual violation, will be visited by weighmasters and warned about their performance. PUC does have an invalid plate and restricted carrier list in Salem, but this information frequently does not get to the field offices in time and may not be current. This list will enable the weighmasters and PUC to catch tax violators immediately. The use of this list should enhance weight, size, safety and tax enforcement.

If the WIM shows that the truck does not meet gross or axle weight limits and/or bridge formula, and oversize criteria, and the SC shows that it meets PUC requirements, and/or safety inspection validation, and is not on the "chronic offender" list, then the truck will have to only go to the static scales to be weighed. If in violation, it will be ticketed. If the WIM shows that the weights are legal, but SC shows that PUC registration requirements have not been met, then the truck may bypass the static scales but still has to go to the PUC office to obtain the necessary papers. If the truck violates both the legal weight limits and/or size limits, and PUC requirements, then the truck will have to go to both the static scales and the PUC office. This automated system should reduce the number of vehicles going to the static scales to 15 percent of the total traffic. All of the WIM

data is stored and summarized weekly, and telemetered to the Salem office. The WIM data on trucks that are allowed to bypass the static scales will be transferred and stored on the SC computer.

The linking of the Weightronix static scales to the SC will allow the automatic recording and storing of the static weights. The Weighmaster will directly feed the truck identification (PUC number) with the data commodity number into the SC. This automated system will improve Weighmaster productivity by reducing the present 13 manual tasks to four. PUC will save on keypunch operator's time and keypunching errors.

Safety inspection information will also be in the SC files. Weighmasters will be able to tell when a truck was inspected. If it has not been recently inspected, they will be able to send the truck to the safety inspection bay.

This static weight information, along with the WIM information on trucks bypassing the static scales, will be stored and transferred to the PUC mainframe computer. The SC will also provide the Weighmaster a daily summary on the number and types of vehicles weighed at the static scales and number of violations by type. PUC will be able to update the vehicle files to the SC on a daily basis.

The combination of AVI, SC and WIM will permit trucks to completely bypass the static scales and the PUC office provided they meet both PUC and weight limit requirements and regulations. A POE with a WIM sorter scale and without AVI and SC will not permit trucks to bypass the PUC station, only the static scale. Therefore, an AVI and SC system is needed to make this POE automation demonstration work properly.

It should be noted that at this time, only 400 trucks of the total fleet will have transponders. Based on the AVI experience at Woodburn NB weigh station, about 100 trucks with transponders will pass through the Woodburn POE daily. This limited system will demonstrate the feasibility of the fully automated POE. This small sample should not affect the linkage of the Weightronix static scales with SC, and should demonstrate even more forcefully the improved productivity of the weighmasters.

V. Benefits from Automation

The State and the trucking industry will benefit from such a system. These benefits will occur if the system is fully automated and all vehicles carry transponders. Both the weighmasters and PUC will benefit from improved productivity. The State will benefit from improved weight and safety enforcement. Various highway sections will benefit from improved data collection. The trucking industry will benefit from time savings from minimizing productivity losses at the POE.

Assumption One: All trucks have Transponders by 1989/1990.

A. Weighmaster Benefits

1. Monetary Benefits

This POE will be the busiest in the state, handling 2,000 or more trucks per day with a peak of 150-200 trucks per hour. With a fully automated system, this number will be reduced by 85 percent to 300 trucks daily. This will reduce Weighmaster POE manpower requirements by about 30 percent. The POE is manned 24-hours a day, requiring 2 persons per shift. During the weekend, only one person is required per shift. The number of people may potentially be reduced from 13 to 9, thus freeing 4 weighmasters for other assignments which will allow for enhancement of weight control.

Estimated yearly saving are:

$1,730 per month x 12 months + 32 percent benefits x 3 people = $82,200

2. Productivity Gains

The reduction of 13 manual tasks to 4 will increase the Weighmaster productivity by reducing fatigue. The SC will allow the Weighmaster to spot potential violators immediately. All this should improve weight enforcement.

In addition, the files in the SC will let the Weighmaster know whether or not the truck was recently inspected for safety. If not, the truck can be weeded-out and sent for inspection at the bay. All this should result in improved safety inspection and benefit the public.

The Weighmaster will also benefit from having summary tables automatically prepared by the computer. In the past, this was done manually and this should free some of POE supervisor's time for other duties. These tables will allow for more effective uses of the available personnel through scheduling.

B. PUC Benefits

1. Monetary Benefits

i. Manpower Benefits

The truck data will be automatically stored in SC from the WIM and static scales. It will be transferred to PUC mainframe on a daily basis. In the past, the manually written information from the Weighmaster had to be keypunched into the mainframe by an operator. This will eliminate this step and save personnel for other uses, such as safety inspection or increased weight enforcement on the other highways.

The potential monetary savings per year at this POE are:

16 hours/week x 52 weeks x $12.00/hr. = $10,000

ii. Additional Truck Weight Taxes:

The automated system at this POE should increase the collection of truck weight taxes through improved truck weight information. PUC estimates this to be annually: $11,500.

2. Productivity Gains

Productivity gains will come from more efficient truck weight information thus improved tax audits. Automation should eliminate the keypunch errors made by PUC operators. The data should be more reliable, thus helping with tax audits. PUC will have the ability to update their vehicle and "chronic offender" files on a daily basis thus keeping information current. All this should result in more efficient truck weight tax collection.

C. OSHD Data Collection

Various highway sections will benefit from improved truck weight data. Data from the WIM and the static scales will be available for planning purposes, pavement design, research, traffic, and cost responsibility. In past, this data was available but had to be processed manually. Now it will be available immediately on a daily and weekly basis.

D. Improved Weight Enforcement

The WIM information will help the weighmasters with bridge formula violations. The "chronic offender" list should allow the Weighmaster to spot repeat offenders. The vehicle file allows the Weighmaster to see if the vehicle has all the necessary registration and permits. The result will be a more efficient weight enforcement.

The freeing of weighmasters at the port-of-entry will allow for scheduling manpower for additional weigh station operations on other highways. This will increase the number of weighings on these routes, thus enhancing weight and size enforcement.

In the past, truck traffic at peak volumes frequently backed-up at weigh stations, causing bottlenecks and safety hazards. The only solution was to let trucks bypass the scales until the truck volumes were reduced. This meant that the trucks bypassing the static scales were not weighed. Now, with WIM, all trucks can be weighed safely during peak traffic volumes even if they are allowed to bypass the static scales. A record of their weight is available. The helps with weight enforcement.

E. Improved Safety Enforcement

The vehicle files will contain information on truck safety inspection. This will enable the Weighmaster to know if the truck's safety inspection is current. Thus this system can improve and increase truck vehicle safety inspections.

In addition, road safety will be enhanced by the use of the weigh-in-motion. Heavy truck volumes occur in peaks and heavy vehicles tend to travel in groups. During these peaks and truck groupings, the

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port-of-entries are overwhelmed with trucks backing onto the main highway causing bottlenecks and safety hazards. To avoid the safety hazards, the weighmasters usually close the station allowing the trucks to bypass the static scales without being weighed. The WIM scales will allow all trucks to be weighed safely, even though they will be allowed to bypass the static scales. Safety will be enhanced along with additional truck weighings.

F. Truck Productivity

The automated POE will allow 85 percent of the trucks to bypass the static scales and PUC office. This will minimize time losses. Time savings will be on the order of 30 seconds per vehicle. This will result in savings in operating costs. This will amount annually to:

30 seconds x $0.80 per minute operating costs
x 85% (1,500 daily truck average) x
363 days = $185,100

The improved enforcement of weight limits and safety will help the legitimate trucking firms and improve their competitive situation.

G. Pay-back Period

Total annual monetary benefits to the State are:

Weighmaster Savings	$ 82,200
PUC Savings	10,000
Improved Tax Collection	11,500
TOTAL	$103,700

Costs of Automation of POE

WIM/AVI/Automation	$404,000*

Pay-back period = $404,000 divided by 103,700 = 3.9 years.

*Note: This assumes a fully automated system and does not include the costs of the necessary transponders. The latter can be issued as electronic license plates bought by the trucking firms for each truck. This may occur by 1989 or 1990.

Assumption Two: 400 Trucks with Transponders for this Feasibility Study.

A. Weighmaster Benefits

1. Monetary Benefits

These will be marginal at best, since this will reduce the number of trucks by perhaps 100 per day during a 5-day week. No reduction in manpower is anticipated.

2. Productivity Gains

These are similar to those mentioned under Assumption One.

B. PUC Benefits

1. Monetary Benefits

i. Manpower Benefits

These are similar as under Assumption One. The annual monetary savings are estimated to be $10,000.

ii. Additional Truck Weight Taxes:

The same amount of additional taxes will be collected annually as under Assumption One. This is estimated to be $11,500.

2. Productivity Gains

These will be similar to those obtained under Assumption One.

C. OSHD Data Collection, Improved Weight Enforcement, and Improved Safety Enforcement

Similar benefits are expected as under Assumption One.

D. Truck Productivity

Since only 400 trucks will have transponders, truck productivity gains will be small.

It is estimated that 100 trucks with transponders will pass through the Woodburn SB POE on a daily basis, 5 days a week. Time savings will be about 30 seconds per vehicle. The potential monetary savings per year are:

30 seconds x $ 0.80 per minute operating costs
x 600 trucks per week x 52 weeks = $12,480

E. Pay-back Period

Total Annual monetary benefits to the State are:

Weighmaster Savings	$ -----
PUC Savings	10,000
Improved Tax Collection	11,500
Total	$ 22,500

Costs of Automation of POE

WIM	$200,000
AVI	24,000
Automation	180,000
Total	$404,000

Pay-back period = $404,000 divided by $22,500 = 18 years.

It should be noted that this would be a temporary situation. If this demonstration proves successful, and the Crescent Project results are positive, all trucks may have transponders by 1989 or 1990.

VI. How the System will Operate

A. Operation of System

The diagram shows the overall layout of equipment in the POE. This system is designed for measuring weights at truck speeds of 20-40 MPH. At any time, the system can be manually overridden by the weighmasters.

The following points described the events as a vehicle equipped with a transponder passes through the system:

1. The vehicle trips loop 1 (located several feet upstream from the WIM scale). This causes the WIM-4 to begin accepting data from the AVI Reader.

2. The vehicle's axles pass over the WIM platform, the axle sensor, and the overheight detector.

3. The AVI Reader activates the vehicle's transponder (assuming GRS system) and transmits the vehicle ID to the WIM-4.

4. The vehicle leaves loop 2 (located several feet downstream from the WIM scale).

5. The WIM-4 calculates the axle spacings, single axle, tandem axle, gross weights and bridge formula compliance, height, and determines (using the "standard" sorting algorithm) whether the vehicle should be directed to the "Report" or "Bypass" lanes.

6. The WIM-4 transmits a "vehicle packet" to the SC computer. Among other things, this packet contains the axle weights and spacings, the vehicle ID, and the current sorting threshold.

7. The SC computer looks up the vehicle ID[1] and determines the direction the vehicle should take based on permits for extended weight.

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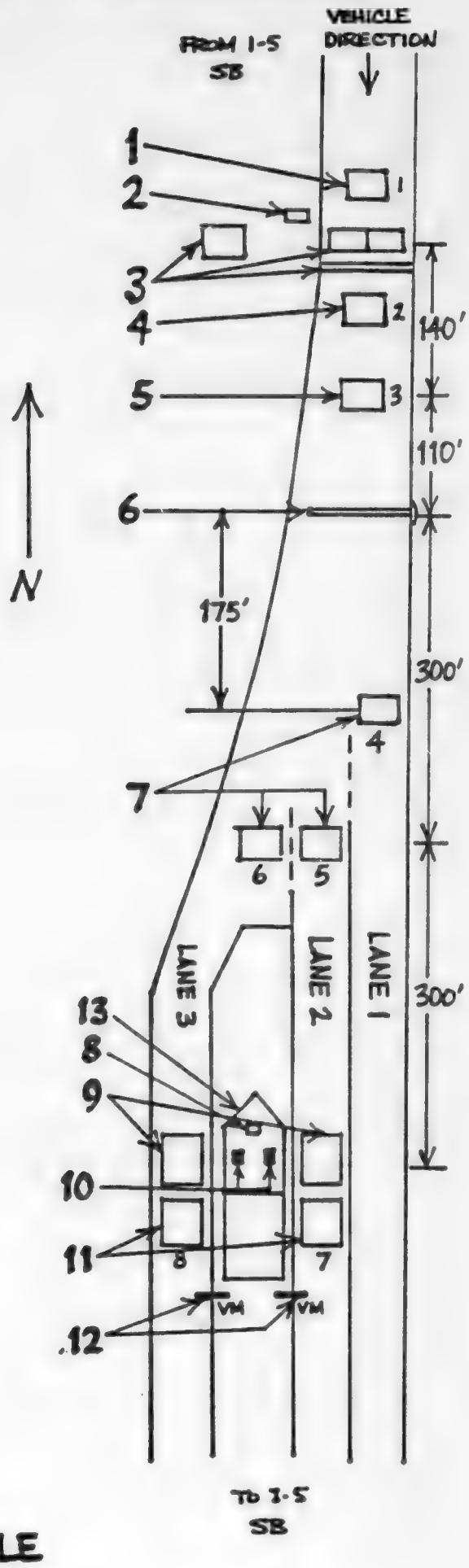
[1]It should be noted that the transponder ID code may not be the same as the PUC truck ID number. This means that a translation table will have to be set up to match the transponder ID number with the proper PUC truck ID numbers for PUC use. About 150 transponders will have correct PUC numbers in this initial phase; the remaining 250 transponders will have different numbers.

WOODBURN SOUTHBOUND PORT-OF-ENTRY

1. LOOP 1
2. AUTOMATIC VEHICLE IDENTIFIER
3. WEIGH-IN-MOTION SCALE, CABINET, AXLE SENSOR BAR
4. LOOP 2
5. LOOP 3
6. DIRECTIONAL MESSAGE SIGN
7. LOOPS 4,5,6 IN LANES 1,2 & 3 RESPECTIVELY
8. SUPERVISORY COMPUTER
9. WEIGHTRONIX STATIC SCALES (2)
10. CRT SCREENS, KEYBOARDS AND PRINTERS (2)
11. LOOPS 7&8 IN LANES 2&3, RESPECTIVELY
12. VARIABLE MESSAGE SIGNS (2)
13. WEIGHSTATION SCALE HOUSE FOR WEIGHMASTERS AND PUC



NOTE: NOT DRAWN TO SCALE

8. The SC computer sends back an "override packet" to the WIM-4. This packet contains the information the vehicle should take and the size of the worst three axle group overloads if such overloads exist.

9. The vehicle trips loop 3 (located 140 feet and 110 feet downstream from loop 2 and the directional signal lights, respectively), and the WIM-4 activates the appropriate signal in S1 (signal lights for the "report" and "by pass" lanes).

10. Operation continues for any other vehicle.

    (a) If the vehicle obtains the "bypass" lane signal, it will continue on lane 1 until it triggers loop 4 (located approximately 175 feet downstream from the directional signal lights). This activates a signal at the Weighmaster station, telling him that this vehicle is legal or not. Weight and ID information from the WIM-4 are automatically transferred and stored in the SC. If the vehicle is in the wrong lane, an alarm alerts the Weighmaster to change the variable message sign to notify the truck driver to go to the legal loop, and return to get weighed.

    (b) If the vehicle obtains the "report" signal[2], it will continue in either lanes 2 or 3 triggering loops 5 or 6, respectively. (These loops are located 300 ft. downstream from the directional signal lights and 300 feet upstream from the static scales). These loops will determine which CRT screens are to be activated by that vehicle.

11. (a) As the vehicle approaches the Weightronix static scales in lanes 2 or 3, the Weighmaster will keypunch the vehicle ID number into the SC. The SC will flash on the CRT screen whether or not this vehicle is on the "chronic offender" list and meets both PUC and Weighmaster regulations and permits.

    (b) The Weighmaster will also automatically have WIM information from the WIM-4 computer on the vehicle as it enters either lane 2 or 3. The Weighmaster can have 4 screen options on the CRT from the WIM-4. These are:

    Option A: Vehicles and weights in lanes 2 and 3.

    Option B: Vehicles in the bypass lane (1).

    Option C: Vehicles in option A and B and shows weight broken down into wheel loads and balance of load for each wheel.

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[2]If the truck is travelling too slow (less than 20 MPH), or travelling too fast (over 40 MPH) on the WIM scales, the truck will also be given the "report" signal besides the obvious reasons for being weight and size illegal, or not having the proper plates.

Option D: Data Collection Tables:

(1) Accumulative Vehicle tables - 7 days information
(2) Number of vehicles by speed, axles, vehicle lengths and vehicle classification.

12. As the vehicle is weighed on the static scale, the axle weights and bridge formula are recorded and the gross weight automatically calculated when "total" button is pressed. These are shown in the CRT screen and are entered via the "enter" button to the SC and stored for later transmission to the mainframe.

13. (a) If the vehicle is weight and size legal and has met all the PUC and Weighmaster requirements, the Weighmaster will manually activate the variable message sign for the vehicle to go back to the freeway.

(b) If the vehicle is weight illegal, and/or size illegal, and/or does not meet PUC or Weighmaster regulations, then the Weighmaster will manually activate the variable message sign for the vehicle to go to the parking lot, park, and ask the driver to see the Weighmaster and/or the PUC personnel.

14. As the vehicle passes through the Weightronix static scales, it will trigger either loops 7 or 8 (located approximately 28 feet downstream from the static scales) in lanes 2 and 3, respectively. These loops will automatically scroll off the vehicle on the CRT screen.

15. Operation continues for any other vehicles.

16. In the evening or early morning, the accumulated data on vehicles with transponders weighed by the WIM and vehicles weighed on the static scales in the SC will be transmitted to the PUC mainframe via the appropriate file transfer software and SNA/SDLC communications. Updated vehicle data from PUC will be downloaded to the SC.

17. The SC will also give the weighmasters a daily summary list on:

i. Number of vehicles weighed by class type, commodity, and weights obtained from the static scales during the 24-hour period.

ii. Number of violations by axle, tandem, group of axles, combination or vehicles, oversize, and non-weight related.

iii. Number of vehicles weighed by the hour during a 24-hour period.

iv. Violation percentage by each of the totals, and total violations.

v. Historical statistics - by month, quarter, and year.

vi. Number of vehicles weighed during the 24-hour period and by hour basis by the WIM scales.

B. Important Aspects

Some of the important aspects of this system are outlined below:

1. The WIM-4 works independently of the SC. If the supervisory computer is out of service, all sorting is based on the "standard" sorting algorithm.

2. The vehicle reader's antenna must be positioned so that the interrogator does not send anything to the WIM-4 until the vehicle trips loop 1 and has sent the complete vehicle ID by the time the vehicle leaves loop 2. The minimum time is 1/5th of a second between loops at 45 MPH.

3. The override packet must be received by the WIM-4 before the vehicle trips loop 3, otherwise the WIM will sort on the "standard" algorithm. This places quite tight time constraints on the SC computer. For example:

   - Assume 120 feet between the trailing edge of loop 2 and the leading edge of loop 3.

   - Example vehicle has 7 axles, is 80 feet long and is travelling at 40 miles per hour. This results in about 680 milliseconds between the rear of the vehicle leaving loop 2 and the front of the vehicle entering loop 3.

   - The vehicle packet from the WIM-4 would be about 78 bytes which would take 150 milliseconds to transmit to the supervisory computer (assuming a 4800 baud link between the machines).

   - The override packet from the supervisory computer would be about 18 bytes which would take about 4 milliseconds to transmit to the WIM-4.

   - The supervisory computer thus has about half a second to look up the vehicle's identification and to determine whether the vehicle should be directed to the static scale.

VII. Existing and Needed Equipment

A. Existing Equipment and Software

The Woodburn SB POE has or will have the following equipment in place and in use:

1	Weigh-in-motion Sorter, CMI-Dynamics, Inc. Model SS-200-1A
1	WIM-4 computer, CMI-Dynamics, Inc.
	WIM-4 software
400	Type A Transponder, General Railway Signal, Model 01320-30
1	Basic Reader, General Railway Signal, Model 1DX 2300
1	Long-range Antenna Set, General Railway Signal

Software for interfacing GRS reader with WIM-4, CMI-Dynamics, Inc.
1 Overhead Detector, CMI-Dynamics
Directional Signal Lights
2 Weightronix Static Scales
1 Modem
2 Variable Message Signs

B. Hardware and Software Needed for Automation

1 Supervisory Computer
2 Terminals
2 Printers
2 Keyboards
Supervisory Computer/WIM-4 Interface Software
Weightronix Static Scale software with Supervisory Computer
Full documentation for communication between PUC mainframe and SC
File Transfer/Communications software between the SC and the mainframe
Installation and training
Warranty for 1 year
Link to Weightronix Static Scale

C. Cost of Equipment

The estimated costs for the individual equipment and software are:

1. Automatic Vehicle Identification System
(a) Woodburn SB POE:

200 Type A Transponders at $50 each	$10,000
1 Reader-Activator, new lease for Woodburn for one year*	6,150
Installation costs at $350/day plus expenses for 2 days	1,500
Removal of 1 Reader-Activators including shipping at $500 each	500
Contingencies - 30%	5,450
Total	$23,600

2. Supervisory Computer Portion

MicroVAX II System or Equivalent	$ 50,000
2 Video Terminal Keyboards and Printers	4,360
SC/WIM-4 Interface Software**	30,000
SC/Static Scale Software Link**	30,000

File Transfer/Communications Software	10,000
Link to Weightronix Static Scale**	6,000
2 days installation and 3 days training	3,500
Contingencies - 30%	40,000
1 year warranty***	6,000
Total	$180,060

3. AVI plus SC

Total	$203,660
FHWA participation (SC)	$156,654
State participation (AVI & SC)	$ 47,006

* The price of one reader-activator is $15,000.

** It is estimated that it will take 2 persons about 6 months to develop all this software to accomplish the tasks of the Supervisory Computer. The WIM-4 software includes the interfacing of WIM to the AVI system.

*** This warranty includes a one year maintenance contract with DEC. Experience shows that the electronic gear, if it will fail, will normally fail within one year, and DEC's electronic boards are especially difficult to repair. The normal warranty is 90 days.

D. Time Schedule

It is estimated that 180 days will be required to procure the hardware, develop the software, and install the system.

E. General Comments

The reason for leasing the readers is that we do not want to buy obsolete technology that will not be compatible with the future system. In two years, we should know which AVI technology is superior. In the meantime, it is prudent to lease rather than buy this equipment.

It should be noted that WIM/AVI/SC at the SB Woodburn POE is not part of the Crescent Study Project. But this will definitely help the Crescent Study Project. In the future, all POE's will have AVI, WIM and SC installed. This demonstration is necessary to show the benefits of AVI, SC and WIM at POE's. Since AVI, SC and WIM scales are inseparable, the funding should come from the same source as the POE construction.

Appendix A

General Specification

I.

A. Supervisory Computer (SC)

The Supervisory Computer will have the following capabilities:

1. Carry a minimum of 250,000 vehicle files.
2. Store an initial 400 transponders which can be expanded to 5,000 or more.
3. Store a "chronic offender" list of 500-1,000.
4. Software will be transportable to other POE's.
5. Streaming tape back-up at SC for security.
6. Allow WIM-4 software to send data to the SC and will include full documentation for communication between the PUC mainframe and SC.
7. Vendor-supported operating system for system maintenance and documentation.
8. Device driver for the time of day clock.

B. Description of Supervisory Computer Tasks

B.1 Data Base Organization

The "plate file" contains information on each vehicle including the plate number, the operating company, the declared weight, etc. This data should be keyed on the plate number and perhaps the company name and the plate status. This allows rapid retrieval on these keys.

The "plate file" also contains a pointer to an entry in the "name and city state file". This file should be keyed on the name and the index from the plate file.

Both data files are stored as B-trees. This layout provides automatic balancing of the tree and allows for quick updates and retrievals.

B.2 System Operation

The system has two distinct sections; the weight-in-motion override, and the Weighmaster display. Both sections access the vehicles data bases, but are otherwise completely separate.

B.2.1 Weight-In-Motion Override

Vehicle information is received from the WIM-04 as soon as the vehicle clears the loop immediately following the weighting platforms. If the received data packet contains a vehicle identification code that code is looked up and an appropriate override packet is returned to the WIM-04. The override packet can indicate that the vehicle may bypass the scale (e.g. since it has an overweight permit) or that the vehicle should report to the scale (e.g. since it is on a "chronic offender" list).

The vehicle information is also sorted into statistical tables. One of these tables would record the number of vehicles whose transponders allowed them to bypass the scale.

Vehicle packet reception and override packet transmission are the highest priority processes in the system, since the WIM-04 must receive the override packet before it has operated the directional signals.

B.2.2 Weighmaster Display

The Weighmaster display will normally show a screen similar to the paper forms now in use. The screen has spaces for:

1. The PUC plate number.
2. The name as entered by the Weighmaster.
3. The name as registered.
4. The company number.
5. The city and state as registered.
6. Whether or not the vehicle is leased.
7. The vehicle type (log, tanker, dump, etc.).
8. The vehicle make.
9. The declared weight.
10. The combined scale weight.
11. The number of axles.
12. The time and date.
13. The plate status.
14. Safety inspection status.
15. Permit status (E plate).
16. Commodity code.
17. Violations.

As the vehicle approaches the static scale the Weighmaster will key in the PUC number. The remaining fields, except for the "combined scale weight" and "number of axles", will then be filled in by the computer. The Weighmaster can then update the "name as entered by Weighmaster" field, which by default is the same as the "name as registered". (We should discuss whether the "vehicle type", "make", "company number" etc., can be overridden when the Weighmaster fills in the "number of axles" field.)

As the axles are weighed the Weighmaster pushes a "weigh" button and the "combined scale weight" field is updated with the value from the static scale.

When the last axle has been weighed the Weighmaster pushes a "total" button and nothing more is accepted from the static scale.

At this point the screen can be printed. The Weighmaster pushes the "enter" button and the data is stored for transmission to the PUC mainframe computer. The screen is reset for the next vehicle.

B.3 Data Communications

The system will be equipped with an auto-answer modum for remote access. Various levels of access will be allowed. For example, some users will be able only to view weight-in-motion data as the vehicles pass through the system. Other users will be able to display some or all of the statistical tables. Finally, some users will be able to clear the statistical tables, modify the data base files, and perform other administrative chores.

The system will have one port for accessing the PUC mainframe computer. On a nightly basis the accumulated data will be transmitted to, and data base updates will be received from, the PUC mainframe. This port will be a standard ASCII asynchronous port. It is the responsibility of the PUC computer personnel to provide the appropriate protocol converter and communications link. The file-transfer software is part of the software package to be developed by the consultant. Note that the system is polled by the PUC mainframe and does not initiate any calls.

The feasibility of a direct synchronous port should be investigated once the PUC mainframe communications are working with the protocol converter.

The biggest problem will be loading the PUC data base into the system. With 250,000 vehicles at about 50 bytes per vehicle, this is over 12 megabytes of data. Loading this over the phone line would take a long time. Perhaps the initial load could take place with the system directly wired to the PUC mainframe. Subsequent changes would involve much less transmission. Operating in this way would require a high level acknowledgment scheme to ensure that the system data base accurately tracks the PUC database in the face of system power failures, etc. For example, the system might send back all the update request it was able to perform. The PUC mainframe would then remove these requests from its update list.

B.4 Tasks of SC

The SC computer is required to perform the following tasks:

1. To receive vehicle packets from the WIM-4, look up a vehicle's identification and respond with an override packet within quarter of a second.

2. To accept vehicle identification (PUC number) and commodity codes from the static scale operator and to provide license and permit information on the specified vehicle.

3. To accept data base updates from PUC personnel at the POE and Salem main office.

4. To compile statistical tables of the vehicles passing through the POE and to print these tables on demand.

B.5 SC Features

The above requirements imply that the supervisory computer have the following features:

1. Multi-tasking, multi-user operating system in order that the above operations can take place simultaneously.

2. Paging virtual memory for easy expansion of the number of vehicles with transponders and the number of permit types.

3. Physical memory expandable to at least 4 megabytes so that the entire identification table can be kept in memory for quick look-up. Main memory of 4 megabytes will permit about 250,000 vehicle codes to be kept in memory.

4. Auto-answer/auto-dial (optional) capability for updates from the Salem office and transfer to data from tables.

5. At least 8 serial lines are required:

   - 2 Static Scale Operator Terminal
   - 2 Printers (one located at each of the Static Scales)
   - Modem
   - WIM-4

   The serial interfaces should include hardware buffering to ensure that bursts of characters from the WIM-4 or the modem are not lost. DMA output to reduce processor load during character transmission would be an asset.

6. Power-on auto-boot requiring no operator intervention is mandatory.

7. Preferably allow utilization of PUC data-base program that are written in Cobal to be utilized.

C. Interfacing the Supervisory Computer to the WIM-4

The WIM-4 will have serial ports connecting it to the console terminal(s), the printers, the SC computer, and the vehicle identifier.

D. Interface of Weightronix Static Scale with SC

Software will have to be developed to link the two Weightronix static scales with the SC. The system must do the following:

1. Allow the Weighmaster to key in the PUC number or other truck identification and commodity number as the vehicle approaches the static scales.

2. Allow the Weighmaster to automatically enter the combined weight and axle weigth into the SC.

3. Store the data for PUC.

E. File Transfer Data

Software will have to be developed to link the SC with the PUC mainframe to allow for both downloading and uploading upon demands and automatically.

F. Link to Weightronix Static Scale

The Weightronix Static Scale will have to be linked to the Supervisory Computer so that the static weights can be transferred -axle, tandem, and gross.

MK:bb
Revised 2/13/86

Marion Co. Final Design

MARION COUNTY

DEPT. OF ENVIRONMENTAL SERVICES

CRAIG O. LUEDEMAN
Director
Planning 588-5038
Building Inspection 588-5147
Risk Management 588-5294

Senator Building • 220 High Street NE • Second Floor • Salem, Oregon 97301-3670

REGION 2 OFFICE
RECEIVED
OCT 1 1 1984
RLO ..... RQS .....
RE ..... RCE ..... ME ..... RCM .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR ....

October 16, 1984

Rick Sjolander, Planning Coordinator
State Highway Department
E Highway Building Region II
2960 E State Street
Salem, Oregon 97310

Please send copies to P.M., Final Design, Construction, and R/W.
Rick

Dear Rick:

You, or someone from your office, contacted Marion County Legal Counsel indicating that the State Highway project to establish a new P.U.C. office at the Woodburn Weigh Station is proceeding and requested confirmation that no land use approvals are necessary. Apparently this inquiry was the result of a letter from this office in early 1983 regarding the projects relationship to County zoning and subdivision regulations. This letter is intended to convey our current position.

I have discussed with County Legal Counsel our concern regarding the expansion of the freeway right-of-way to provide a site for the office building. There appear to be complex legal questions regarding whether each roadway right-of-way expansion is a partition or lot line adjustment and whether it is a land use action.

We have concluded that the matter must be addressed more clearly in our regulations, or the Courts will have to decide a case on the subject before the County can require a state or local agency responsible for roadways to obtain approval for adjustments to right-of-way boundaries. We may address the issue in an ordinance revision to be considered in the next few months. With regard to your project, however, we have decided that County approval of the lot line adjustment is not required at this time.

When you apply for building permits for the office we will note on the permit our conclusion that the P.U.C. office is a "utility facility necessary for public service." Therefore zoning conformance is not an issue.

If you have further questions please give me a call.

Best Regards,

Russell Nebon

Russell Nebon, Chief Planner

RECEIVED
Versteeg
Anderson
Adams
Edwards
Turpin
Trout
Wakerlig
ROAD DESIGN SECTION
Do ...
Return ...
Bring Up ...../...../.....
Action .....
.....

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 10, 1985

TO: Oregon Transportation Commission

In Reply Refer to File No.
AGENDA
OCT 1985
CON 5
14-2

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Port of Entry (Woodburn) Section
Pacific Highway, Marion County
Contract No. 9905

This federal-aid interstate project is approximately 63 percent finished with completion anticipated in March, 1986, and it now appears that the final cost will exceed the project authorization by $785,000 or 49 percent.

The most significant portion of the overrun is due to the addition of complex computer and electronics network facilities required to make the automated Port of Entry functional, as planned.

The Weigh-in-Motion (WIM) system weighs trucks as they enter the facility at about 35 mph. It also counts the axles and measures the distance between them, and is able to determine from this information whether the gross weight is legal for the class of truck. The WIM system will add approximately $195,000.00 to the cost of the project.

An Automatic Vehicle Identification (AVI) reader is mounted beside the WIM scales and is able to identify transponder-equipped trucks as they pass by. A computer system will read the output from the WIM scales and the AVI reader, consider this information together with records stored in the computer's storage files, and route the truck as appropriate. Trucks may be directed to a static scale, to the truck inspection station, or to return to the highway without stopping. Directions will be automatically communicated to drivers through a variable message sign. These items of complementary work are necessary in order to enable the facility to function as intended, and are expected to add approximately $284,000.00 to the cost of the project. The necessity of the WIM, AVI, computer network and variable message sign were anticipated items, but funds for this work were inadvertently omitted from the project authorization.

The project site was found to have a high water table and native soil which combined to produce subgrade conditions of insufficient strength to handle the loads anticipated. In order to avoid a constant maintenance problem in the future, it was necessary to reinforce the subgrade with stone embankment material, and use of cement treatment and geotextile fabric. These strengthening measures added approximately $124,000.00 to the cost of the project.

Construction engineering costs are expected to increase in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $785,000.00 to a new total of $2,398,395.85. This matter will be on the consent calendar for the October 22 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Port of Entry (Woodburn) Section
Pacific Highway, Marion County
Contract No. 9905

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The project site was found to have a high water table and native soil which combined to produce subgrade conditions of insufficient strength to handle the loads anticipated. In order to avoid a constant maintenance problem in the future, it was necessary to reinforce the subgrade with stone embankment material, and use of cement treatment and geotextile fabric. These strengthening measures added approximately $124,000.00 to the cost of the project.

Construction engineering costs are expected to increase in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $785,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
W. H. Piete
B. M. Walton
D. L. Trout

9905

(MT 13-2
6

The AVI/WIM Automation System for the Woodburn

South bound Port-of-Entry - Costs

Automatic Vehicle Identification System		Suggested Funding Source
200 Type A Transponders at $50 each	$10,000	State $
4 Reader-Activators, continue existing lease for 1 year at $1,500 each (Ashland, Jefferson, NB Woodburn, Ridgefield, WA)	6,000	State $
1 Reader-Activator, new lease for SB Woodburn for one year*	6,150	State $
Installation costs at $350/day plus expenses for 2 days	1,500	State $
Removal of 5 Reader-Activators including shipping at $500 each	2,500	State $
Subtotal (South bound . Woodburn)	$26,150 − 8,000 (existing) = 18,150	State $

*The price of one reader-activator is $15,000.

250,000 ~ℓ pennies
1000 budguys
400 → 10,000 transponders.
RFP 2 mths — 6 mth development

Nov. 15 - Dec. 1
⇓
Jan 1

Automation System for Enforcement, Screening and Safety

		Funding Source
MicroVAX II System	$ 50,000	4 R
2 Video Terminals and Printers	4,360	4 R
WIM-4 Software**	30,000	4 R
MicroVAX Software**	30,000	4 R
File Transfer Software	10,000*	
Link to Weightronix Static Scale**	6,000	4 R
2 days installation and 3 days training	3,500	4 R
1 year warranty***	6,000	4 R
Subtotal	~~$129,860~~ $139,860	4 R
TOTAL	$158,010 ~~$156,010~~	
State share	18,150 SBW $ ~~26,150~~	
4 R share	$ ~~129,860~~ $ 139,860	

Economic Services - Planning
10/04/85

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

August 19, 1985
IN REPLY REFER TO
HPR-OR

Mr. E. S. Hunter
Acting State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project IR-5-5(89)274
Port of Entry (Woodburn)
Pacific Highway - Marion County

Mr. Potter's August 12 proprosed program change to incorporate Automatic Vehicle Identification (AVI) equipment into the subject project cannot be approved as submitted. Under an August 2, 1985 memorandum signed by Mr. Rex Leathers, copy enclosed, it has been determined that while most AVI equipment is eligible for Federal-aid participation, transponders are not eligible.

In addition, we would appreciate clarification of a few items:

- The explanation in Mr. Klotz's May 9 letter, indicates that five readers will be leased. Presumably this means that one new reader would be leased for the Port of entry and the lease on four other readers at Ashland, Jefferson, Woodburn NB, and Ridgefield would be extended. Since only one reader will be used at the port, costs for other readers should not be included in this project.

- If a reader is actually leased and if it is determined not suitable for continued use, it would need to be removed. If Federal participation in removal costs are envisioned, estimated costs could be included.

- Why are two portable computers, terminals, and printers proposed for puchase for the port project?

Please submit a revised program change if Federal funding is desired.

Sincerely yours,

Dale E. Wilken
Division Administrator

Enclosure:
Cy R. Leather's 8/2/85 Memo

cc:
OSHD (Gary Potter, Prgrm Mgmt) w/encl
OSHD (M. Klotz, Weighmasters/Permits) w/encl
OSHD (R. Royer, Planning) w/encl

orig 8-21
Potter - Act
NOTED
ROBERT N. BOTHMAN

RECEIVED
STATE HWY ENGR
AUG 20 '85
REFER TO
Bothman
FOR

US Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Participation in Weigh-in-Motion and Automatic Vehicle Identification Equipment

Date: AUG 2 1985

From: Associate Administrator for
Engineering and Operations
Washington, D. C.

Reply to
Attn of: HNG-12

To: Regional Federal Highway Administrators
Regions 1 - 10

We have been asked whether Weigh-in-Motion (WIM) and Automatic Vehicle Identification (AVI) equipment are eligible for participation with Federal-aid construction funds. Both of these types of equipment can be used to monitor trucks, gather data, and assist in vehicle weight enforcement.

Weigh-in-Motion equipment has been found to be effective in screening trucks to determine which ones should be required to pass over fixed scales or to be weighed with portable scales. Likewise, Weigh-in-Motion equipment deployed without nearby issuance of overweight citations serves as an essential tool for measuring the extent of the overweight truck problem and determining the effectiveness of the enforcement program, and this is considered to directly facilitate an effective vehicle weight enforcement program. Weigh-in-motion equipment which is to be used for vehicle weight enforcement purposes is eligible for Federal-aid construction funding under the provisions of Section 101 of Title 23 U.S.C., ". . . capital improvements which directly facilitate an effective vehicle weight enforcement program . . . ."

Automatic Vehicle Identification equipment is used primarily to identify the presence of a particular vehicle and information concerning that vehicle. An AVI device, combined with WIM, fixed, or portable scales and/or vehicle classification equipment such as is currently being done in Oregon under the Crescent Program, could be used to identify legally loaded or permit loaded vehicles and more effectively screen some vehicles from the truck traffic stream. Therefore, such equipment used in support of a vehicle weight enforcement program, either at sites with AVI alone, AVI with automatic vehicle classification, or AVI with WIM, would be eligible for participation with Federal-aid contruction funds. This would include the AVI equipment consisting of the reader-activator, hardware, micro-computers and software that would be installed at the roadside or weigh station. The transponders which are attached to the trucks, while essential to the operation of the AVI/WIM system, are not considered to be capital improvements to public highways and are not under the control of the highway agency. The transponders are therefore not eligible under Title 23 U.S.C. except perhaps in limited research or demonstration situations.

It is recognized that in some instances WIM and AVI equipment may be used in programs related to both enforcement and data collection for program evaluation. In such situations equipment will be considered eligible as long as the enforcement program represents a significant element. The class of construction funds used for both WIM and AVI/WIM installations will be determined by the system upon which the equipment is installed. Where such equipment is not used for enforcement and is strictly used for planning data collection activities, it remains eligible for FA planning and research funding with the same restriction as indicated above for transponders.

Rex C. Leathers

Rex C. Leathers

9905

STATE OF OREGON

INTEROFFICE MEMO

CON 5
9905

TO: C. O. Fredrickson
Construction Engineer

DATE: September 6, 1985

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Engineering Charges
Port of Entry (Woodburn)
Pacific Highway
Contract 9905

NOTED
E. S. HUNTER

Subsequent to the award of the contract for the Woodburn Port of Entry project, design function charges have been made by the Bridge Section against the Construction Engineering Account. These charges should properly be made against the Design Engineering Account. The charges involved are as follows:

Employee	Hours	Hourly Rate (Incl.load)	Amount	Description of Work Performed
J. Hansen	189	$24.94	$4,713.66	Preparing Permit Application - 46 Required D.E.Q. Revisions - 33 Design Variable Message Sign -110
K. Johnston	30	$23.74	712.20	Redesign Electrical to meet Code
K. Williams	13	$12.00	156.00	Redesign Drafting
J. Chidsey	25	$27.42	685.50	Supervision
TOTAL			$6,267.36	

Please take appropriate action to transfer these charges to the Design Engineering Account.

JEC:drh

cc: E. S. Hunter
William Anhorn
William Piete

RECEIVED
STATE HWY ENGR
SEP - 9 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125.1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

August 19, 1985
IN REPLY REFER TO
HPR-OR

Mr. E. S. Hunter
Acting State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

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Oregon Project IR-5-5(89)274
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Pacific Highway - Marion County

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Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 20 '85
REFER TO
Bothman
FOR
Info | Invest | R/D | O/E | Mgt | Pol | File

Enclosure:
Cy R. Leather's 8/2/85 Memo

cc:
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OSHD (M. Klotz, Weighmasters/Permits) w/encl
OSHD (R. Royer, Planning) w/encl

US Department
of Transportation

Federal Highway Administration

Memorandum

Subject: Participation in Weigh-in-Motion and Automatic Vehicle Identification Equipment

Date: AUG 2 1985

From: Associate Administrator for Engineering and Operations
Washington, D. C.

Reply to Attn of: HNG-12

To: Regional Federal Highway Administrators
Regions 1 - 10

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It is recognized that in some instances WIM and AVI equipment may be used in programs related to both enforcement and data collection for program evaluation. In such situations equipment will be considered eligible as long as the enforcement program represents a significant element. The class of construction funds used for both WIM and AVI/WIM installations will be determined by the system upon which the equipment is installed. Where such equipment is not used for enforcement and is strictly used for planning data collection activities, it remains eligible for FA planning and research funding with the same restriction as indicated above for transponders.

Rex C. Leathers

Rex C. Leathers

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(89)274

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Division Office
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2-1-85

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Port of Entry (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Move buried cable and closure cabinet

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/1/85 as requested in Mr. Fredrickson's letter of 4-11-85 as being cost effective for the use of Pacific Northwest Bell Telephone Company forces to proceed with the above work. State Force Order No. 2 representing work to be performed by PNB is approved for a TEC of $550 - Federal funds $485.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/24/85	H. Mistranson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Charles Hemenway
Asst. Project Manager

DATE: March 27, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Port of Entry (Woodburn) Sec.
Item No. 30029
Project No. IR-5-5(89)274
Contract No. 9905
Pacific Highway
Marion County

This is to confirm your telephone discussion with Mr. Hayden on March 26, for submittal of Order For Force Work in the amount of $170,000 for the purchase of equipment and installation of weigh-in-motion system for the subject project. The prefix will be 624-1006-270.

Additional Order For Force Work to handle weighmaster's engineering cost should also be submitted at this time. The prefix would be 624-1006-900-XX (with the XX being the Order For Force Work's No.). Follow normal submittal procedures.

DRH:bkb
cc: W.G. Anhorn, Region 2
Bruce Walton
Max Klotz
Jan Peterson
√General Files

9965

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant Highway Engineer

DATE: February 15, 1985

FROM: Max J. Klotz, Manager
Permits & Weighmasters Unit

SUBJECT: Variable Message Signs
Woodburn Port of Entry

This is a request to add two variable message signs to the Woodburn Port of Entry contract.

These signs had been requested earlier, but not included in the contract because it was thought that they were part of the weigh-in-motion sorter system and should be handled by a general services contract.

These signs are necessary for the operation of the scale facility, not the weigh-in-motion system. They are to communicate with the truck drivers that are actually being weighed on the static scale.

Attached is a sketch showing the dimensions and the standard messages that should be on the signs.

The estimated cost from the Bridge Design Section is as follows:

Two matrix signals	$29,000
Two sign supports	13,000
Wiring and conduit	2,000
Computer and communications link	7,500
TOTAL COST:	51,500

Your approval to add these signs to the existing contract is requested.

MJK:ss

Attachment

cc: Don Adams
William Anhorn

Approved by Warren G. Smith
Orig. to 2/20

RECEIVED
STATE HWY ENGR
FEB 19 '85
REFER TO Anhorn
FOR
info | invest | R/D | D/R | ins | | |

81-125.1367

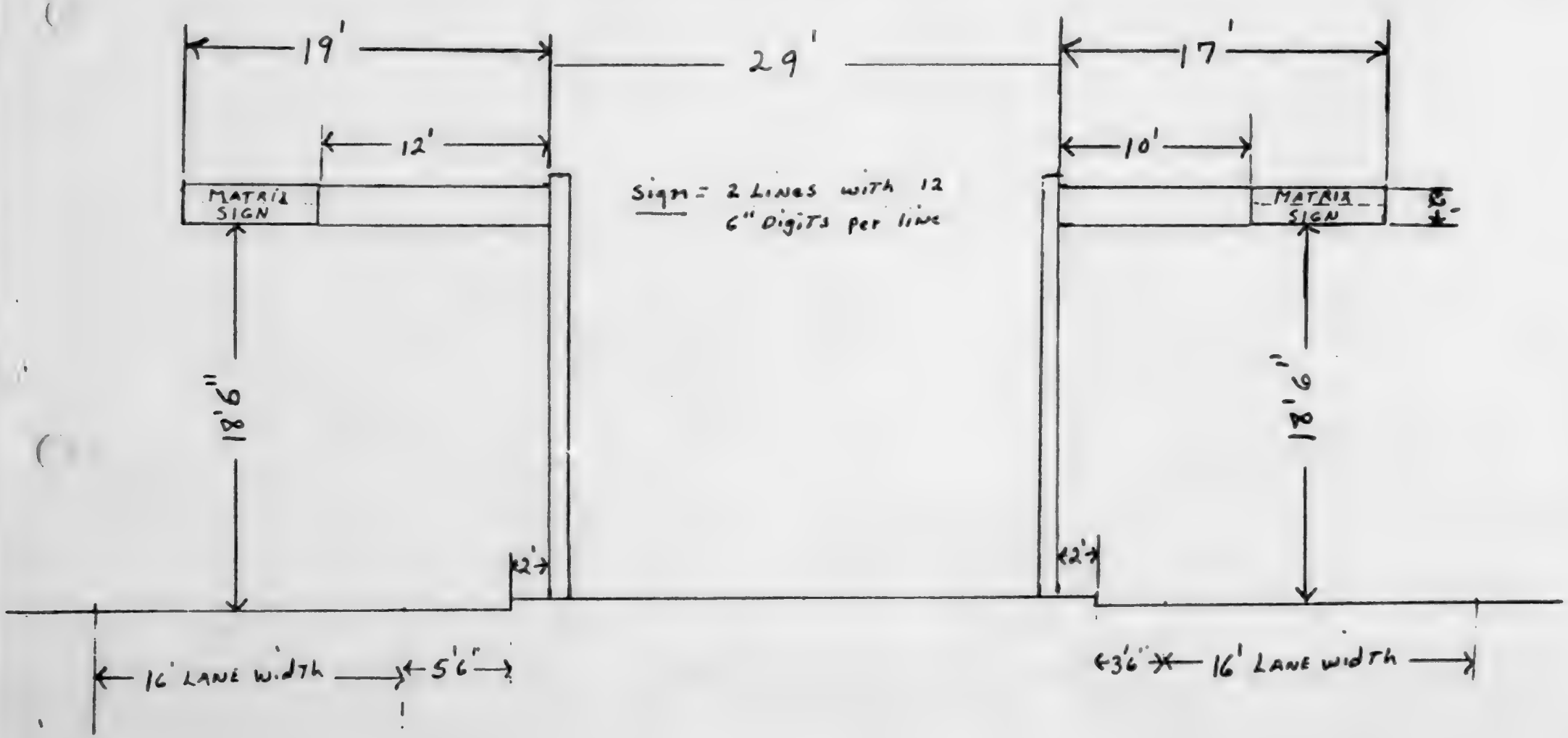
STANDARD MESSAGES

1. PROCEED
2. STOP
3. BACK
4. PARK
   BRING PAPERS
5. REPORT FOR
   INSPECTION

VARIABLE MESSAGE SIGN (MATRIX)

2' X 7' X 1' ---- 6" LETTERS

LETTERS --- YELLOW ON BLACK



Eoff Electric Company

Eoff

SERVING CONTRACTORS, OEM'S, UTILITIES AND INDUSTRIAL CUSTOMERS SINCE 1919.

Portland
509 N.W. 10th Avenue
P.O. Box 2828—97208
(503) 222-9411

Salem
P.O. Box 709—97308
(503) 363-9251

Eugene
556 Charnelton
P.O. Box 10828—97440
(503) 342-1277

Vancouver
808 Harney Street
P.O. Box 407—98666
(206) 694-7504
(503) 226-6200 (Portland)

Bend
1304 S.W. Hill
P.O. Box 43—97701
(503) 388-1544

January 29, 1985

#9905

Oregon Highway Department
Highway Department
Salem, OR 97310

Gentlemen:

Please be advised that our firm will be delivering materials to the project known as Port of Entry Weight Station located at I-5 Southbound Lane 2 miles North of Woodburn, Woodburn, Marion County, Oregon 97071 on order of our customer, Linnco Electric. This is not a claim against any bond associated with the project, but rather merely a notice that we are involved with the project and would claim against the bond with Ross Bros. as principle in the event we were not paid for the materials we furnish.

Please be assured that this notice is not intended to reflect adversely upon yourself, our customer, or any other person or business associated with the project. This is simply something which our corporate attorney requested we do on all projects and, I think you will agree, something which is merely a good business practice.

In closing, let me convey to you our firm's thanks for your patronage and our hope that you will be pleased with the materials that we will be supplying. If you have any questions regarding this notice, please feel free to contact me at 399-9776.

Thank you again.

Sincerely,

EOFF ELECTRIC COMPANY, INC.

Raymond M. Ramsay

RMR:sk

cc: Linnco Electric
Ross Bros.

CERTIFIED MAIL NO. P 714116398

RECEIVED
JAN 31 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 11, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Award of General Services Contract
Project No. IR-5-5(89)274
Port of Entry (Woodburn) Section
Pacific Highway
Marion County

I request your concurrence in the award of the Department of General Services contract for the Weigh-In-Motion Sorting System for the southbound weigh station.

The contractor receiving the award is CMI-Dearborn, Inc., in the amount of $185,210. They were the only one to respond to the Invitation to Bid.

Attached is a copy of the Invitation to Bid and CMI-Dearborn, Inc., response with Wilson McBeth's letter stating the option the Division wishes included in the installation.

JLG:me
Attachments
cc: Bill Anhorn (Region 2)
Wilson McBeth
General Files

Form 734-3122

r11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(89)274

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-7-84

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO
Potter
FOR

Info	Invest	R/D	O/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE: 12/4/84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary I

10. GENERAL LOCATION:

Port of Entry (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/15/84 the program change adding "installation of weigh in motion system at the entry ramp to the southbound site" to the character of proposed work is approved.

Also, as requested, solicitation of bids by OSHD, Department of General Services for the equipment and installation is approved at a TEC of $170,000; Federal Funds $156,744.

Specifications, construction and installation as submitted by Purchase Order No. 27108 are approved.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/7/84	O. P. Christianson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9905

November 26, 1984

Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

CON 5

#9905

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9905 for work on the Port of Entry (Woodburn) Section of the Pacific Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
D. O. Christensen
Art Gottfried
Merle Anderson
L. E. George

October 31, 1984

RECEIVED
OCT
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

Department of Transportation
Transportation Building
Salem, Or 97310

Re: Port of Entry
Woodburn

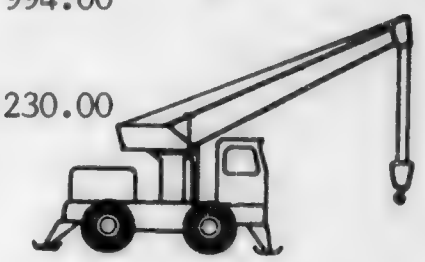
Gentlemen:

To fulfill the minority requirements for the above mentioned project we propose to use the following subcontractors on bid items as specified:

GAYNETCO-WBE		
47.	Removal of Existing Sign Install. L. S.	$ 75.00
48.	Wood Sign Posts - L. S.	100.00
49.	Sign Support Footings - L. S.	637.50
50.	Breakaway Sign Posts - L. S.	721.50
51.	Type AA Signs in Place -$18.75/SF	2,456.00
52.	Type B Signs in Place - $8.00/SF	56.00
53.	Type U Signs in Place - $14.00/SF	994.00
GERVAIS CONSTRUCTION, INC - WBE		
60.	Truck Scale Decks & Load Cells - L.S.	29,230.00
	TOTAL WBE -	$ 34,270.00

SHUR-WAY CONTRACTORS INC-DBE		
1.	Mobilization (Partial)-L.S. =	$2,500.00
13.	Trench Excavation - $8.00/CY =	$2,400.00
26.	4 Inch Culvert Pipe - $5.20/LF =	$624.00
27.	8-Inch Culvert Pipe - $6.00/LF =	$960.00
28.	12-Inch Culvert Pipe - $12.00/LF =	$4824.00
29.	18-Inch Culvert Pipe - $16.75/LF =	$4891.00
30.	24-Inch Culvert Pipe - $35.00/LF =	$ 420.00
31.	4-Inch Storm Sewer Pipe - $5.20/LF =	$301.60
32.	8-Inch Storm Sewer Pipe - $5.30/LF=	$296.80
33.	12-Inch Storm Sewer Pipe - $5.20/LF =	$2101.00
34.	12-Inch Slotted Drain Pipe - $47.00/LF=	$23,500.00
35.	Concrete Manholes - $1,500.00 Each =	$1,500.00
77.	1,500 Gallon Septic Tanks - $3975.00 =	$7,950.00
78.	Pump Station Concrete Sumps - $3,226.00 Ea. =	$3,226.00
79.	Pump Station Equipment - $8,500,00 L.S. =	$8,500.0
80.	3-Inch Plastic Pressure Sewer Pipe - $4.00/LF =	$1872.00
81.	4-Inch Gravity Sewer Pipe - $4.50/LF =	$1440.00
82.	4-Inch Drain Field Pipe - $4.95/LF =	$2,920.50
83.	Sand Filter (Partial) - $9,960 LS =	$9,960.00
		$80,186.90

ROSS BROS. CONSTRUCTION, INC.



GENERAL CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

WOG'E CONSTRUCTION, INC. - DBE

1. Mobilization - $10,000.00 L.S. = $10,000.00
17. Treated Base Mix - $10.00/Ton = $220,000.00
18. Cement in Treated Base - $75.00/Ton = $90,750.00
$320,750.00

TOTAL DBE $400,936.90

We trust that you will find this to be satisfactory.

Yours very truly,

ROSS BROS. CONSTRUCTION, INC.

Steven M. Ross
Vice President

SMR:bf

KL&K ASSOCIATES INC.
BONDING & INSURANCE FOR CONSTRUCTION & INDUSTRY

4147 S.E. Division
P.O. Box 06030
Portland, Oregon 97206
Insurance: 503-231-6570
Bonds: 503-231-9394
Telex #151712
1-800-547-9850
(Outside Oregon Only)

November 16, 1984

OREGON DEPT. TRANSPORTATION
121 Transportation Building
Salem, Oregon 97310

Re: ROSS BROS. CONSTRUCTION, INC.
Conrtact No. 9905, Port of Entry (Woodburn)
$1,423,129.65

Dear Sir or Madam:

Enclosed please find two (2) Contract Documents in reference to the above captioned project wherein the required bonds have been executed and the certificates of insurance issued.

We would appreciate your placing these documents on file with your department for Ross Bros. Construction.

Thank you.

Very truly yours,

Cathryn Shackelford

Cathryn Shackelford

K L & K ASSOCIATES, INC.
K L & K ASSOCIATES, INC. OF ARIZONA
K L & K ASSOCIATES, INC. OF WASHINGTON

/cs
Encls.

CC: Ross Bros. Construction
Salem, Oregon

RECEIVED
NOV 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 15, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
Wayne F. Cobine

From: for Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IR-5-5(89)274
Port of Entry (Woodburn) Section
Pacific Highway
Marion County

I request your approval of a program change to increase the scope of work to include purchase and installation of a weigh in motion system at the entry ramp to the southbound site under the subject project.

I further request authorization to solicit for bids for the equipment and installation through the Department of General Services. The estimated total cost is $170,000 as indicated on the enclosed Purchase Requisition and attachment.

CL:me
Encl.
cc: W. McBeth
General Files

Form 734-3122

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(89)274

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sig. | Act. | File

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/26/84	Interstate 5	Primary 1

10. GENERAL LOCATION:

Port of Entry (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Weigh Station Facility

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 9/11/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 9/24/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reveiwed and are approved at a total estimated cost of $1,454,403; Federal Funds $1,341,249.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/4/84	D. K Hosmer	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-5

ROAD DESIGN SECTION

DES 16

D. O. Christensen
Region 2 Engineer

September 17, 1984

Donald R. Adams
Final Design Engineer

Port of Entry (Woodburn) Section
Pacific Highway

Design of the Port of Entry has been reviewed in terms of its ability to handle the 110-foot long truck-trailer combinations currently under study by the U.S. Department of Transportation.

While adequate for the now 48-foot Interstate semi-trailer, the design does not provide a large enough parking area to accommodate the 110-foot truck-trailers. Upon legalization of these combinations, the Port of Entry, as well as many other parts of the system, would have to accommodate these trucks.

At the Woodburn POE under current design, these trucks can be accommodated with one modification to the parking area. In order to allow the longer trucks to park during inspection of papers, etc., it would be necessary to paint the parking lot stalls at 20° angles with the loop road instead of the usual 30°. This modification also allows the current triple trailer rigs a reasonable parking facility.

Certainly, during the next few years while the decision to legalize the 110-foot combination is being made, the revised striping pattern will handle the triple-trailer combinations and I see no reason to modify the current design at this time. If modifications are needed in the future to handle a higher volume of 110-foot trucks, widening of the parking area and additional curve widening, if needed, could be accomplished using Federal funds set up to do so.

Please have the parking area striped for 20° parking stalls to handle the triple trailers.

DRA:ja

cc Bob Hamilton
Frank Terpin

Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
SEP 18 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: September 11, 1984

FROM: Rick Kuehn
Preliminary Design Engineer

SUBJECT: Port of Entry (Woodburn) Section
Pacific Highway

We are reviewing the design of the Umatilla Port of Entry as requested, but I thought that we should take a look at the Woodburn POE and its ability to handle turnpike double combinations (two 48-foot trailers) also. Turnpike doubles are not legal now, but the 1982 STAA required that we estimate how much it would cost to upgrade our system so that they could run. With legalization of these combinations at least being a possibility, I thought we should know if this truck oriented Interstate facility could handle them.

The turning paths are plotted on the attached plan sheets. These are based on the templates that we developed for the off-tracking study recently. The roadways to and from the rear area are just marginally acceptable for these trucks.

A bigger problem is the length of the diagonal parking stalls. The "SOT" line needs to be pushed out farther to accommodate the length of these trucks and to allow them to exit the stall with another truck parked on the right. This problem with the parking stalls also applies to triples which are allowed to operate now and can be 110 feet long.

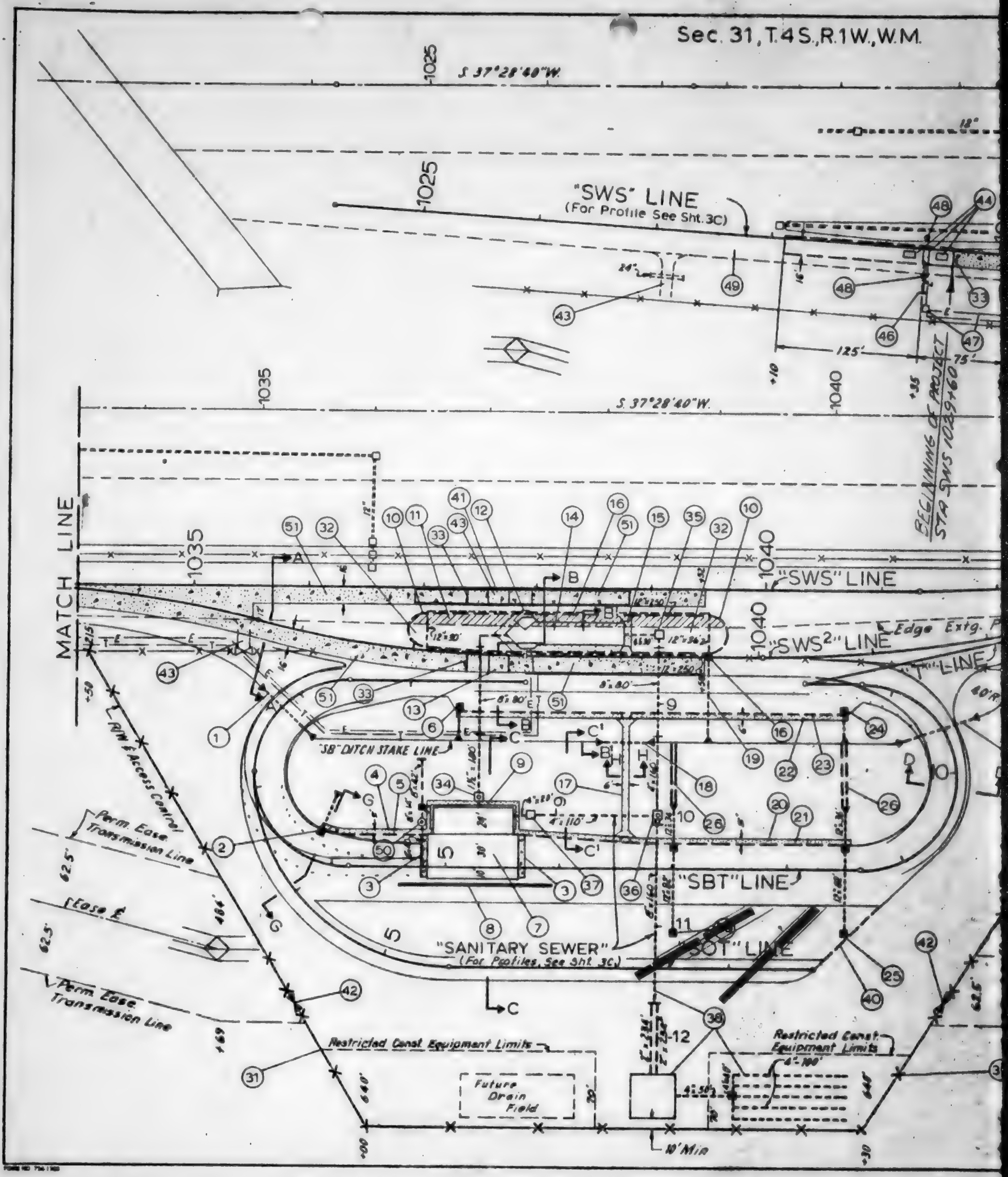
I don't know if we want to revise our design to accommodate trucks that are not legal now, but I did want to present this information.

RK:ge
Attach.

cc Frank Terpin
Don Adams

Contains Recycled Materials

Sec. 31, T.4S., R.1W., W.M.



R.1W.,W.M.

PORT OF ENTRY (WOODBURN) SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET No. 3A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

GENERAL CONSTRUCTION

SOUTHBOUND

MATCH LINE

1030 R/W ℄ 1040 R/W ℄ 1045

18" 12"

Exte Curb

Taper From Expansion Joint

℄ R/W

125' 75' 175'

215'

+35 +10 +00 +85

BEGINNING OF PROJECT STA SWS 1029+60

"S" LINE

"2" LINE

"T" LINE

Paving Limits

Edge Extg. Pvmt.

40'R

R/W & Access Control

Perm Ease Transmission Line

Future Ditch Alignment

℄ Ease.

62.5'

R/W & Access Control Line

445'

+50

+30

Notes:

For	Sections	A-A, B-B, B'-B'	See Sht. 2
	Sections	C-C, C'-C'	See Sht. 2A
	Sections	D-D, E-E, E'-E'	See Sht. 2B
	Sections	F-F, G-G	See Sht. 2C
	Section	H-H	See Sht. 2E

Sec. 31, T.4

R/W 1027+22.94 POT. Bk. = EQUA.
R/W 1028+43.77 POT. Ah.

S. 37°28'40"W.

1025

1025

S. 41°38'40"W.

"SWS" LINE

1030

R/W 1024+28.10 P.O.T.
SWS 1024+28.10 P.O.T.
(100' Rt.)

1035

S. 37°28'40"W.

1040

"SWS2" 1040+03.32 P.C.

"SWS" 1041+33.26
Δ 2°28' Lt.

"SWS"
5°00' C.L.
Δ 12°58'
T 130.22'

MATCH LINE

1035

"SWS" LINE

"SWS2" 1037+96.79 P.T.
"SBT" 0+00 P.O.T. (25' Rt.)

S. 37°28'40"W.

1040

Edge Extg. Pvmt.

"SWS2" LINE

S 24°30'40"W

S 37°28'40"W.

S 37°28'40"W

"SWS2" - 1035+60.85 P.A.C.

"SBT" 1+54.00 P.C.

"SBT" 2+84.38 P.O.C.
"SOT" 2+84.38 P.C.C.

"T" 1040+28.08 P.O.T.
"SBT" 11+25.50 P.O.T.

"SBT" 11+25.50 P.T.

"SBT" 4+14.75 P.T.

"SBT" 8+64.75 P.C.

"SWS2"
Δ 6° Rev. C.
Δ 18°09'23"
T 118.57'

R/W

"SBT" LINE

S 37°28'40"W

"SOT" LINE

S 37°28'40"W

Turnpike Double

"SOT" 5+57.70 P.T.

"SOT" 8+80 P.O.T.

R/W

Access Control Line

Sec. 31, T.4 S., R.1W., W.M.

PORT OF ENTRY (WOODBURN) SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET No. 3
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

ALIGNMENT & EXTG. UTILITIES

SOUTH BOUND

MATCH LINE

R/W ℄

1030

1040

1045

12"

"SWS" N31°-49'26" E 4°19' Lt.

S 37°28'40" W.

"SWS" 1033+24.91 POT.

"SWS" 1033+24.91 PC

"SWS" 1041+33.26 < 2°28' Lt.

"SWS" 1042+62.65 PT. T 1042+52.35 POT (4° RH)

S 35°00'40" W

"T" LINE

S 24°30'40" W

"T" 1042+78.97 PS

"T" 1043+78.97 PSC.

"T" 1045+41.47 PCS

"T" 1046+41.47 PT.

"SWS" 1046+41.47 POT.

"T"
4° CR
Δ 10°30'
181.65'
2-100' SP
θs 2°00'
p .40
s .0.02

40'R

445'

R/W

Note: Turnpike Double = 118'

Maximum offtrack 35.7'

POND

"NBT" LINE

"NFR" LINE

Access Control Line

Const. Permit Line

'NB' DITCH STAKE LINE

R/W ℄

S.37°28'40"W.

S.40°20'40"W.

CO. RD. 506

"NBT" 8+15.84 PT (8.71)

"NWS" 1063+17.74 POT

"NBT" 0+00 PC (8.71)

"NWS" 1058+97.74 POT

R/W 1058+18.56 POT

"NWS" 1058+19.64 POT (84.71)

"NBT" 6+17.92 PC

TR. 13+20 PC =

RW 1063+20 (257.84)

NBT 1+97.92 PT

"NWS" 1075+07.80

1060

1055

1070

1075

Sec. 31 T4S. R1W. W.M.

Sec. 6, T5S. R1W. W.M.

Edge Exist. Pvmt.

PORT OF ENTRY (WOODBURN) SEC. PACIFIC HIGHWAY MARION COUNTY				SHEET NO. 5
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON			

NORTH BOUND

"FR" 20°C.R. Δ 11° D 27.59'

"FR" 20°CL. Δ 13°52' D 34.84

"NBT" 6+17.92 P.C.

"FR" 13+20 P.C. = R/W 1063+20 (252' Rt.)

"FR" 13+75 P.R.C.

"FR" 14+44.33 FT. R/W 1064+42.99 POT (235.86 Rt.)

"FR" 15+00 P.O.T.

S 37°28'40" W

"NWS" LINE

S 41°38'40" W

"NWS" 1063+17.74 POT "NBT" 6+15.84 P.T. (8' Lt.)

"NWS" 1068+19.64 ∠ 4°10' Rt.

"NWS" 1085+42.90 P.O.T. R/W 1085+60.80 POT. (36' Rt.)

END OF PROJECT

Var Rad

1065 1070 1080 1085

Note: For Sections J-J, K-K, L-L, M-M, See Sht. 20

Cold Plane Removal Shown Thus:

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 12, 1984

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30029	IR-5-5(89)274	Port of Entry (Woodburn) Sec. #OR 821011-007-2

DRH:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

7-84

Versteeg
Anderson
Adams
MacNab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUL 18 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

NOISE STUDY REPORT

Port-of-Entry (Woodburn)
Pacific Highway (I-5)
Marion County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section
Lloyd Cady, Acoustical Specialist

July 1984

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CONSTRUCTION NOISE	4
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Port-of-Entry (Woodburn)
Pacific Highway (I-5)
Marion County

SUMMARY

This noise study report has been prepared for the Port of Entry (Woodburn) project. The two alternatives considered were the Build and No-Build. Impacted receptors are shown in Figure 2.

A barrier was investigated through the prelimnary stages and was found to be impractical so was not pursued further and is not recommended. However, inclusion of the construction noise abatement measures in the specifications is recommended.

PROJECT DESCRIPTION

This proposed project is located at the northbound and southbound weigh stations on Interstate 5 just north of Woodburn (see Figure 1). The project objective is to establish a Port-of-Entry far enough south to include southbound truck traffic from I-205 as well as I-5.

Two alternatives, the Build and the No-Build, are being considered.

No-Build Alternative: This alternative would construct only the weigh-in-motion portion at the southbound scale site. The northbound WIM is presently in place.

Build Alternative: This alternative would construct a 40-44 foot wide turnaround (for trucks that must return to the scale) and a 16 foot gravel frontage road (660 feet long with a 150 by 66 foot gravel surfaced parking lot on the north end) at the northbound scale site. Construction at the southbound scale site would include: 1) reconstruction of the scale house along with the addition of a second scale on the west side of the scale house; 2) construction of a 36 foot wide turnaround and parking area; 3) construction of an inspection station and permit office with sanitation facilities; 4) installation of 2 septic tanks with associated drain fields and a sand filtering system; 5) relocation of the power transmission line to the west by approximately 250 feet at the scale site.

The Build Alternative would require purchase of an additional 4-5 acres of right-of-way at the southbound scale site. No additional right-of-way will be required at the northbound scale site. Figures 4 and 5 show the proposed additions to the scale sites.

LAND USE

Land use adjacent to the southbound scale site is agricultural use (zoned EFU) and is proposed to continue in that use through the design year. Land use adjacent to the northbound scale site is also zoned EFU, but is presently vacant ground situated between a small pond and the weigh station. Land use is shown in Figures 2 and 3.

EXISTING NOISE LEVELS

A field measurement was used to establish the existing noise level. The measurement was taken near the frontage road just to the south of the northbound scale site and about 240 feet east of the northbound centerline. A residence located approximately 200 feet further south is at the same distance from centerline (see Figure 2).

The measurement was also used for comparison with calculated noise levels. They compared well. Measurement results are displayed in Table 1.

TRAFFIC NOISE ANALYSIS

Peak truck hour volumes were used with the FHWA Highway Traffic Noise Prediction Model to obtain the predicted noise levels for the existing, No-Build, and Build Alternatives. Table 2 shows the noise levels assuming all traffic uses I-5 (weigh station closed) and Table 3 shows the noise levels assuming all autos use I-5 and all trucks proceed through the scale (weigh station open).

An impacted receptor is defined as one where noise levels equal or exceed the federal noise abatement criteria of Leq 67 dBA. Only one receptor lies within the project limits. This receptor is located approximately 240 feet east of the northbound centerline near the entrance to the northbound weigh station (see Figure 2). The noise level at this receptor is predicted to increase, from 1984 to 2004, by 2 dBA to Leq 69 dBA for both alternatives. The impacted receptor is shown in Figure 2.

TRAFFIC NOISE MITIGATION

Methods of mitigation which were investigated include reduction of speed limits, time restriction of trucks, prohibition of trucks, and the use of noise barriers.

Reduction of speed limits, the time restriction of trucks, and prohibition of trucks are not feasible because all these methods would interfere with the efficient movement of commerce which is one of the primary objectives of this project and of the interstate highway system in general.

The use of barriers to mitigate the impacted receptor near the northbound weigh station was investigated. The use of an earthen berm barrier is not feasible because of space requirements. A wall of any kind would not be feasible with the present driveway arrangement as the continuity would be broken. However, if the south driveway were closed off, an 8 foot wall 200 feet long extending from the north driveway toward the south along the right-of-way line would provide a reduction in noise level of 4 dBA, to Leq 65 dBA, at the receptor. A concrete wall barrier would cost approximately $8000 per dBA per dwelling unit or a total of approximately $32,000 for one dwelling. An 'Artistic Fence' barrier would cost approximately $2500 per dBA per dwelling unit (based on the estimated cost of $50 per lineal foot by the Road

Design Section for an 8 foot 'Artistic Fence' barrier). With these high costs, a barrier would not be economically feasible and is not recommended as a form of mitigation.

CONSTRUCTION NOISE

Unusually high noise levels will occur on a temporary basis during construction and will move throughout the project area. Noise ranges for construction equipment are given in Figure 6.

To minimize noise levels during construction, the following construction noise abatement measures will be included in the specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the Project Manager.

5. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

LOCAL COORDINATION

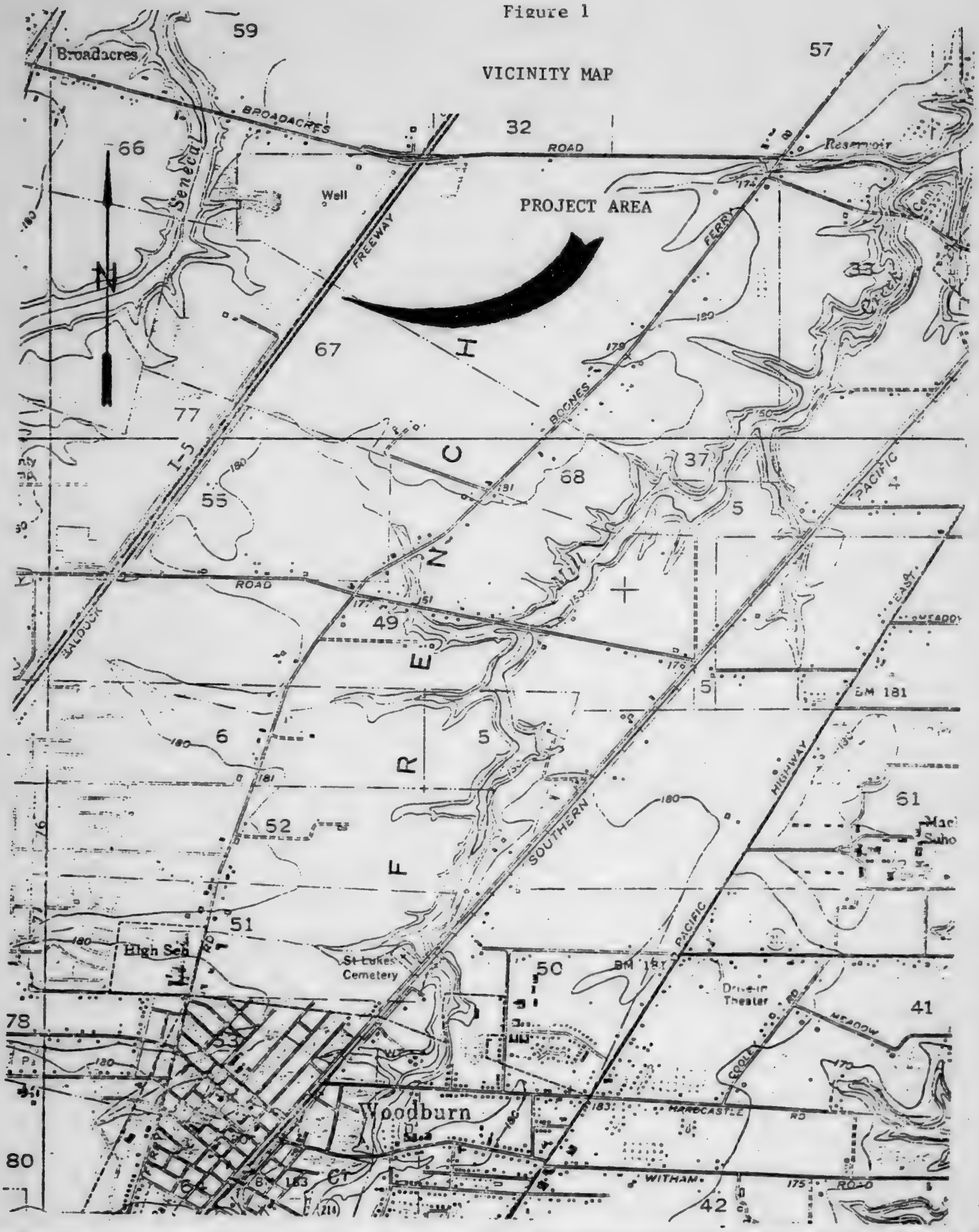
A copy of this report will be made available to Marion County.

FIGURES

Port-of-Entry (Woodl n)
Pacific Highway (I-5)
Marion County

Figure 1

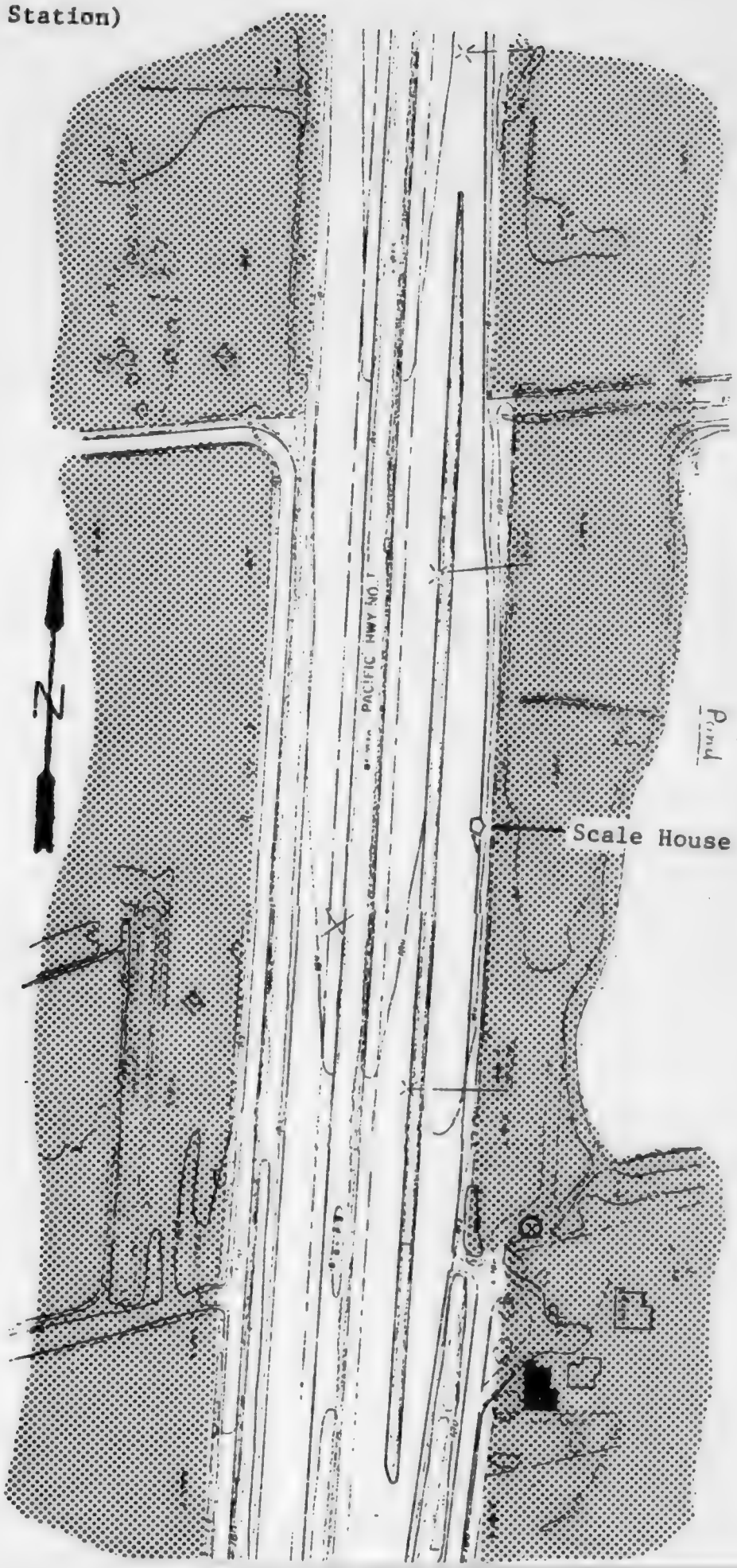
VICINITY MAP



Port-of-Entry (Woodburn)
Pacific Highway (I-5)
Marion County

Figure 2

LAND USE
(Northbound Weigh Station)



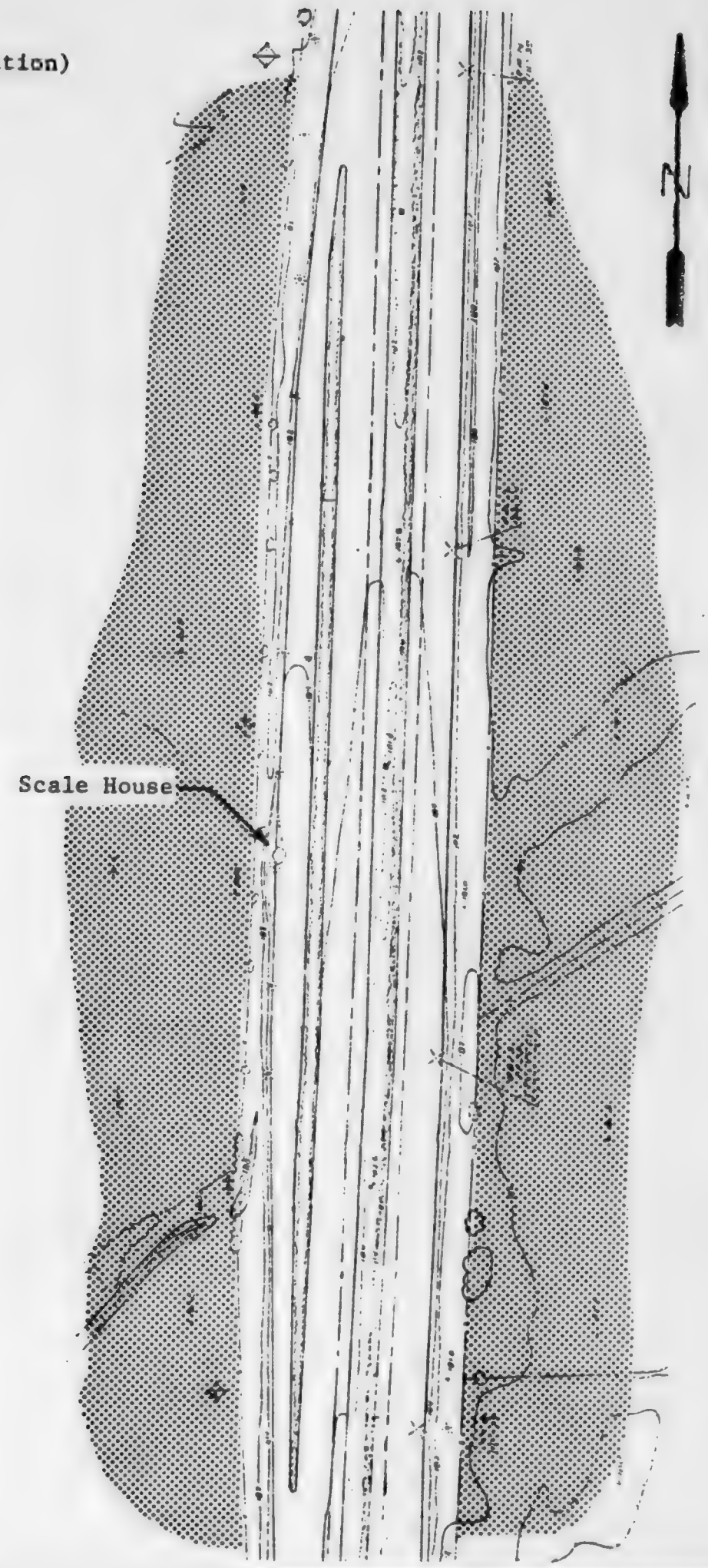
Legend

- Exclusive Farm Use
- Measurement Site
- Impacted Dwelling

Port-of-Entr (Woodburn)
Pacific Highway (I-5)
Marion County

Figure 3

LAND USE
(Southbound Weigh Station)



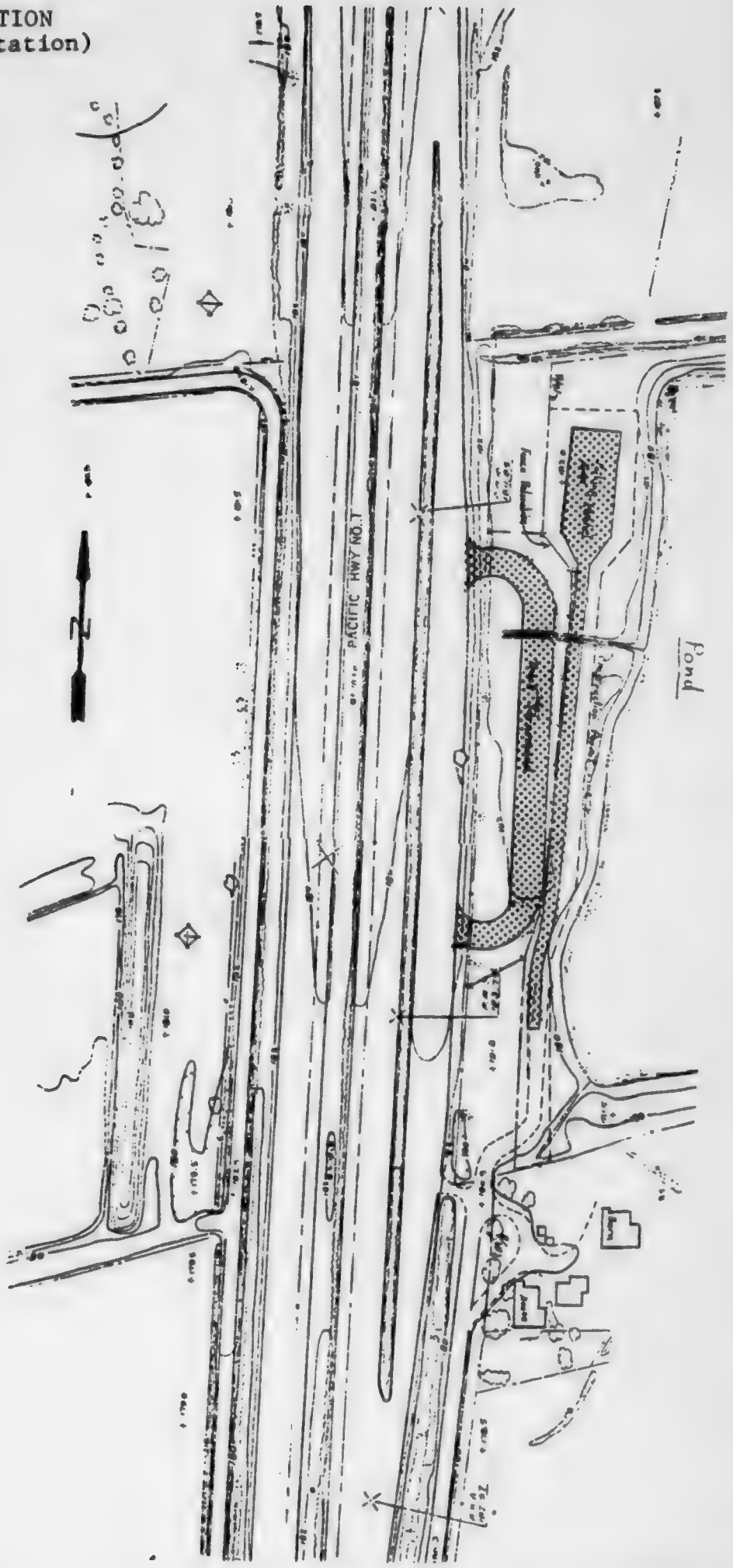
Legend

Exclusive Farm Use

Port-of-Entry (Woodburn)
Pacific Highway (I-5)
Marion County

Figure 4

PROPOSED CONSTRUCTION
(Northbound Weigh Station)



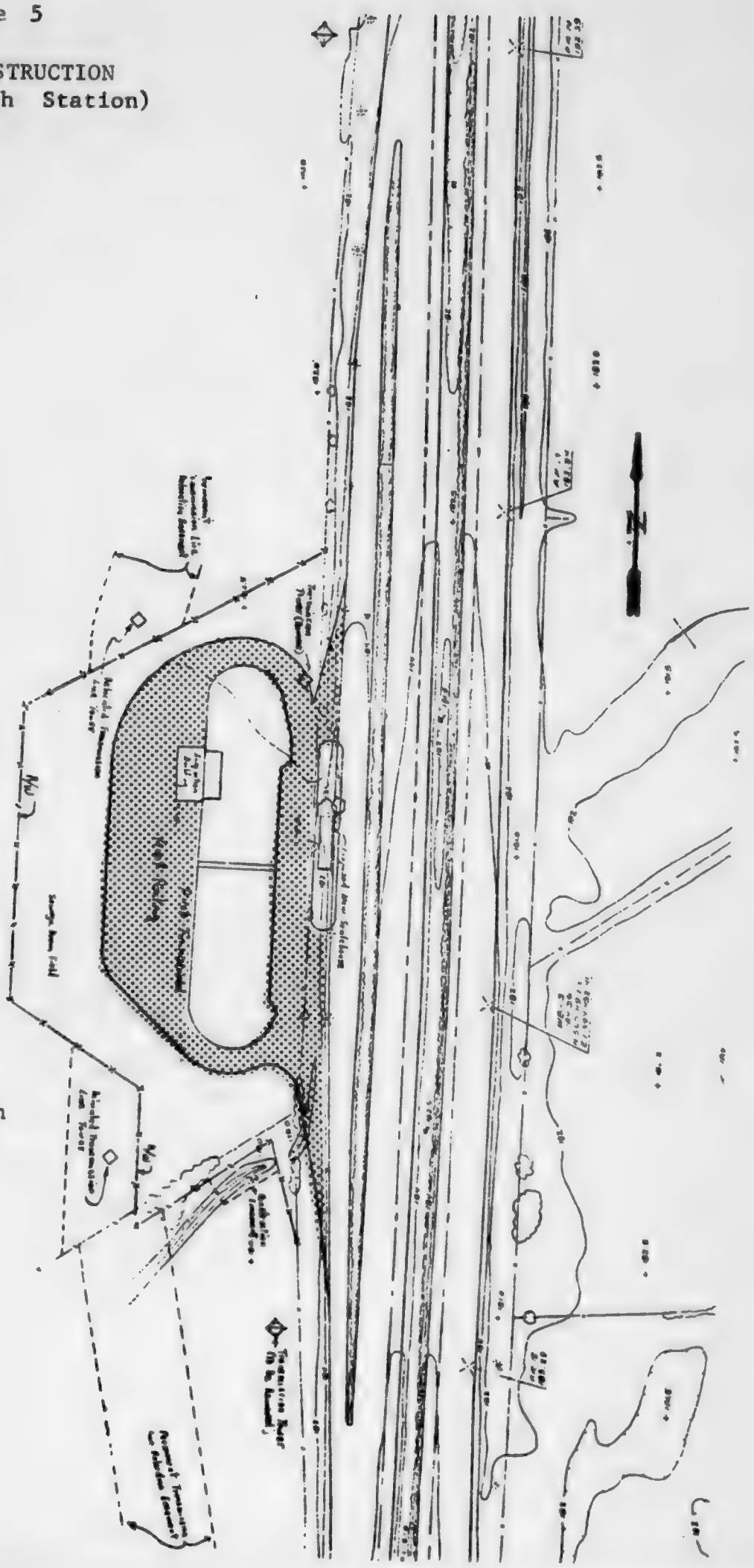
Legend

Proposed New Construction

Port-of-En' (Woodburn)
Pacific Highway (I-5)
Marion County

Figure 5

PROPOSED CONSTRUCTION
(Southbound Weigh Station)



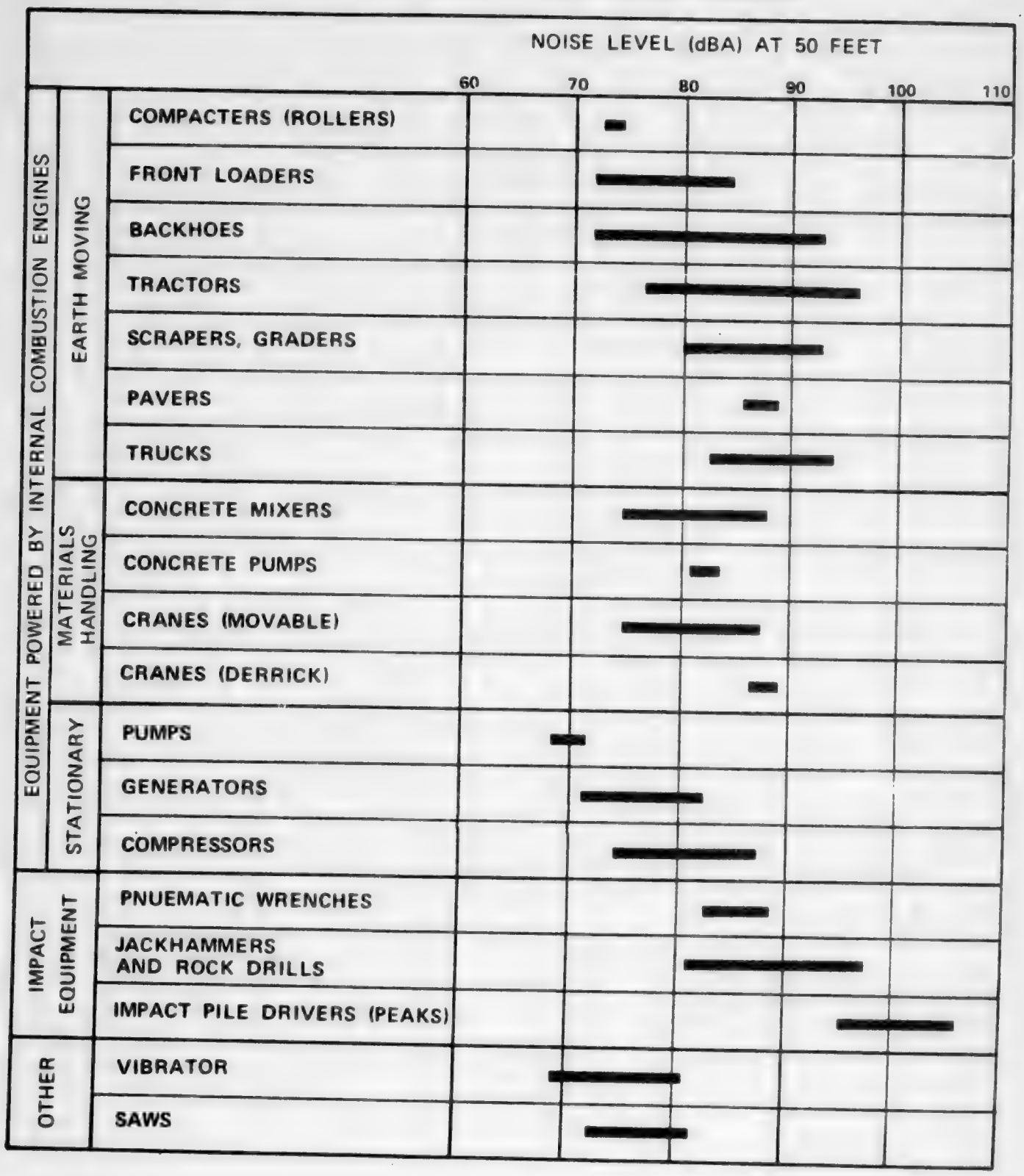
Legend

Proposed New Construction

Port-of-Entry (Woodbu
Pacific Highway (I-5,
Marion County

Figure 6

CONSTRUCTION EQUIPMENT NOISE RANGES



TABLES

Port-of-Entry (Woodburn)
Pacific Highway (I-5)
Marion County

Table 1

FIELD MEASUREMENT RESULTS

Measurement Site No.	Date Measured	Time of Day	Roadway Section Counted	Counted Traffic Volume (Vehicles/Hour)			Measured Noise Leve (Leq dBA)
				Autos	Medium Trucks	Heavy Trucks	
1	June 8, 1984	10:40 a.m.	I-5 Northbound	1197	72	51	65
			Northbound Weigh Scales	0	21	129	
			I-5 Southbound	1170	60	162	

Port-of-Entry (Woodburn)
Pacific Highway (I-5)
Marion County

Table 2

TRAFFIC DATA AND PREDICTED NOISE LEVELS
(Weigh Station Closed)

Roadway Section	Alternative (Year)	Peak Truck Hour Traffic (Veh./hr.)				Noise Level @ 150 ft. from ç (Leq dBA)
		Autos	Medium Trucks	Heavy Trucks	Speed (MPH)	
Northbound (I-5)	Existing (1984)	1150	35	200	55	69
	No-Build (2004)	1950	55	340	55	72
	Build (2004)	1950	55	340	55	72
Southbound (I-5)	Existing (1984)	1100	45	210	55	69
	No-Build (2004)	1900	75	350	55	72
	Build (2004)	1900	75	350	55	72

Port-of-Entry (Woodburn)
Pacific Highway (I-5)
Marion County

Table 3

TRAFFIC DATA AND PREDICTED NOISE LEVELS
(Weigh Station Open)

Roadway Section	Alternative (Year)		Peak Truck Hour Traffic (Veh./hr.) Autos	Medium Trucks	Heavy Trucks	Speed (MPH)	Noise Level @ 150 ft. from ¢ (Leq dBA)	
Northbound (I-5)	Existing (1984)	Cars	1150	–	–	55	61	72
		Trucks	–	35	200	37	72	
	No-Build (2004)	Cars	1950	–	–	55	64	75
		Trucks	–	55	340	37	74	
	Build (2004)	Cars	1950	–	–	55	64	75
		Trucks	–	55	340	37	74	
Southbound (I-5)	Existing (1984)	Cars	1100	–	–	55	61	70
		Trucks	–	45	210	22	70	
	No-Build (2004)	Cars	1900	–	–	55	63	73
		Trucks	–	75	350	22	72	
	Build (2004)	Cars	1900	–	–	55	63	73
		Trucks	–	75	350	22	72	

Pmt 13-2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(78)274
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Marion
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 30029
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/1/84
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION: Woodburn Truck Scales
11. GENERAL DESCRIPTION OF WORK: Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 5/29/84 you are authorized to proceed with the adjustments to Bonneville Power Administration's aerial power transmission line relocation. Reimbursement on an actual cost basis estimated to be $177,000, Federal Funds $163,229.

I approve the Trust Agreement with Bonneville Power Administration.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 8 '84
REFER TO Potter
FOR

Orig rll

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/1/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Pmt 13-2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(78)274

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
6-1-84

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/1/84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Woodburn Truck Scales

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/29/84 I approve the program change adding "Adjustment of Utilities" to the character of proposed work at a TEC of $177,000, Federal Funds $163,229.

Orig. to R/W

RECEIVED
STATE HWY ENGR
JUN 8 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 6/1/84

15. SIGNATURE OF APPROVING OFFICIAL: J. K. Haasnes

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4-NT-13-2

NOTED
E. S HUNTER

May 29, 1984

RECEIVED
TECHNICAL SERVICES
MAY 30 '84
REFER TO
FOR
Info | Urgent | R/D | D/R | Sign | Ltr | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Trust Agreement
Aerial Power Transmission Line Relocation
Bonneville Power Administration
Woodburn Port of Entry & Weigh Station
Pacific Highway (I-5)
Marion County
Project No. IR-5-5-(78)274

Here is a copy of a Trust Agreement and estimate of cost to adjust Bonneville Power Administration's (BPA) aerial power transmission line facilities, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to BPA's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to BPA dated August 3, 1983, is enclosed.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of BPA's facilites.

Your approval of the actual cost Trust Agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $177,000.

JMC/GAP/nv Enc.
cc: ~~E. S.~~ Hunter
J. M. Cartwright
Jerry Miller

TMT 13-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1984

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. IR-5-5(78)274
Woodburn Truck Scales
Pacific Highway
Marion County

I request your approval of a program change on the subject project to include in the character of proposed work "Adjustment of Utilities" at an estimated total cost of $177,000 with federal funds of $163,229. This request is based on the adjustment of the Bonneville Transmission line. Authorization to proceed with the actual adjustment of the transmission line is being requested under separate action.

CL:pf

cc: J. Cartwright
General Files

Form 734-3122

Pint 13-2

AGR

Jack Cartwright
Utility

May 23, 1984

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 8147

Attached are three copies of an unsigned trust agreement with Bonneville Power Administration covering relocation of four steel towers on their Big Eddy-Chemawa No. 1 230-KB transmission line to accommodate the construction of the Woodburn Port of Entry and Scale Site.

Please return a fully executed copy of this agreement to me when BPA has signed.

fkn

Att.

8/17/84

12/17/84
Noted in
agr book

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: J. B. Boyd
Right of Way Manager

DATE: May 10, 1984

FROM: Jack M. Cartwright
Utility Relocation Coordinator

AGENDA
MAY 15 1984
IA 1

no letter to OTC was written placing on consent calendar

SUBJECT:

Trust Agreement
Bonneville Power Administration
Woodburn Port of Entry and Scale Site
Pacific Highway (I-5)
Marion County

Here are four copies of a trust agreement between the Oregon Department of Transportation, Highway Division and United States of America, Department of Energy, acting through Bonneville Power Administration which provides for the relocation of four steel towers on BPA's Big Eddy-Chemawa No. 1 230-KB transmission line to accommodate the construction of the Woodburn Port of Entry and Scale Site.

The agreement provides that the Oregon State Highway Division will deposit in advance, $177,000 with BPA to be held in trust to defray the cost of relocating the transmission line towers. This is common procedure in dealing with BPA relocation work.

The agreement is being forwarded for your review and approval and approval of the State Highway Engineer.

JMC/nv

APPROVED
STATE HIGHWAY ENGINEER
Date 5-14-84

Bruce would like this on consent calendar for May 15 Meeting. OK?
S. OK on as an IOA Item either one. Smith

RECEIVED
STATE HWY ENGR
MAY 11 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Part 13-2

April 11, 1984

Ms. Vivian E. Dunkle
Realty Specialist
Land Management Unit
Division of Land Resources
Bonneville Power Administration
P. O. Box 3621
Portland, OR 97208

Woodburn Weigh Station
and Port of Entry
Pacific Highway (I-5)
Marion County

Dear Vivian:

This is to confirm that, because of the inability to acquire right of way from Marion County, a change of plans for the Woodburn Weigh Station and Port of Entry is being made. The exact extent of the plans change is not known at this time, but it appears that the proposed relocation of Bonneville Power Administration's transmission line facilities will have to be altered.

Jerry Miller, Region II Utility Specialist, is coordinating the change of plans for the Weigh Station and Port of Entry. He will be in contact with you as to what changes can be made in the transmission line relocation plan.

Please be assured that the Oregon State Highway Division will be responsible for all costs incurred by Bonneville Power Administration for the original relocation design, any subsequent redesign and all related costs.

Your cooperation and patience in this matter is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv
cc: Jerry Miller
bc: E. S. Hunter
J. B. Boyd
D. O. Christensen

RECEIVED
TECHNICAL SERVICES
APR 11 '84
REFER TO
FOR
Info | Urgent | R/D | Ck'r | Sign | Ack | File

1905 — I-5 N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO: J. H. Versteeg
Design Engineer

DATE: March 2, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Port of Entry (Woodburn) Section

I have reviewed this project to consider P.C.C. pavement instead of A.C. Asphaltic Concrete with a Cement Treated Base was used because much of the existing A.C. pavement is being saved.

To change to all P.C.C. surfacing for the southbound side would involve constructing approximately 43,000 square yards. This would include the on and off ramps to connect to the existing P.C.C. pavement in the southbound lanes. Saving the existing paving and using A.C. involves the construction of approximately 30,000 square yards of new surfacing.

The bid item costs for the A.C. section amount to about $20 per square yard or about $600,000 total. The bid item costs for the P.C.C. section (10" Reinforced P.C.C., with 8" CTB) is $40.00 per square yard, plus $2.50 per square yard for removing the existing A.C. The total bid item cost for all P.C.C. surfacing would be about $1,750,000.

The existing A.C. pavement is in good condition. The northbound lanes have not been included in this analysis. The only new surfacing currently included northbound is the loop, which has about 3,100 yd^2 of new surfacing. To replace the existing A.C. surface northbound would add another 20,000 to 25,000 square yards.

Considering the high cost of P.C.C. pavement, and the amount of existing A.C. that is salvagable, I recommend that the A.C. design shown on the preliminary plan be used.

JTS:ss

cc: Bud Mann
Norm Cuno

Don, Mike is figuring cost on a square yd basis with the AC vs Conc. Along with this he is to investigate problems involved in using conc. NEM 3/5/84

Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Treut
Wakenig

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MAR 5 1984
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Bring Up ____/____/____
Action

81-125-1387

ROAD DESIGN SECTION

DES 16

Jack Davis
Foundations Unit

January 9, 1984

Mike Harris
Road Design

Port of Entry (Woodburn SB)
Pacific Highway
Marion County

As requested by Don Heyen, Bridge Section, a sketch map is hereby submittted showing the location and ground elevations of the proposed truck inspection building for the above project. Heyen indicated that soil samples may be needed before the footings can be designed. Note that a 4-foot deep ditch intercepts the site.

I will let you make the necessary arrangements with Region II and the property owner to obtain the necessary information.

MH:ja

Attachment

cc G. Ballard
Region II
J. H. Versteeg
Don Adams

(Gj) Versteeg
Anderson
(Dg) Adams
Hannah
Blackmore
Turpin
Trost
Walmsley

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JAN 10 1984
ROAD DESIGN SECTION

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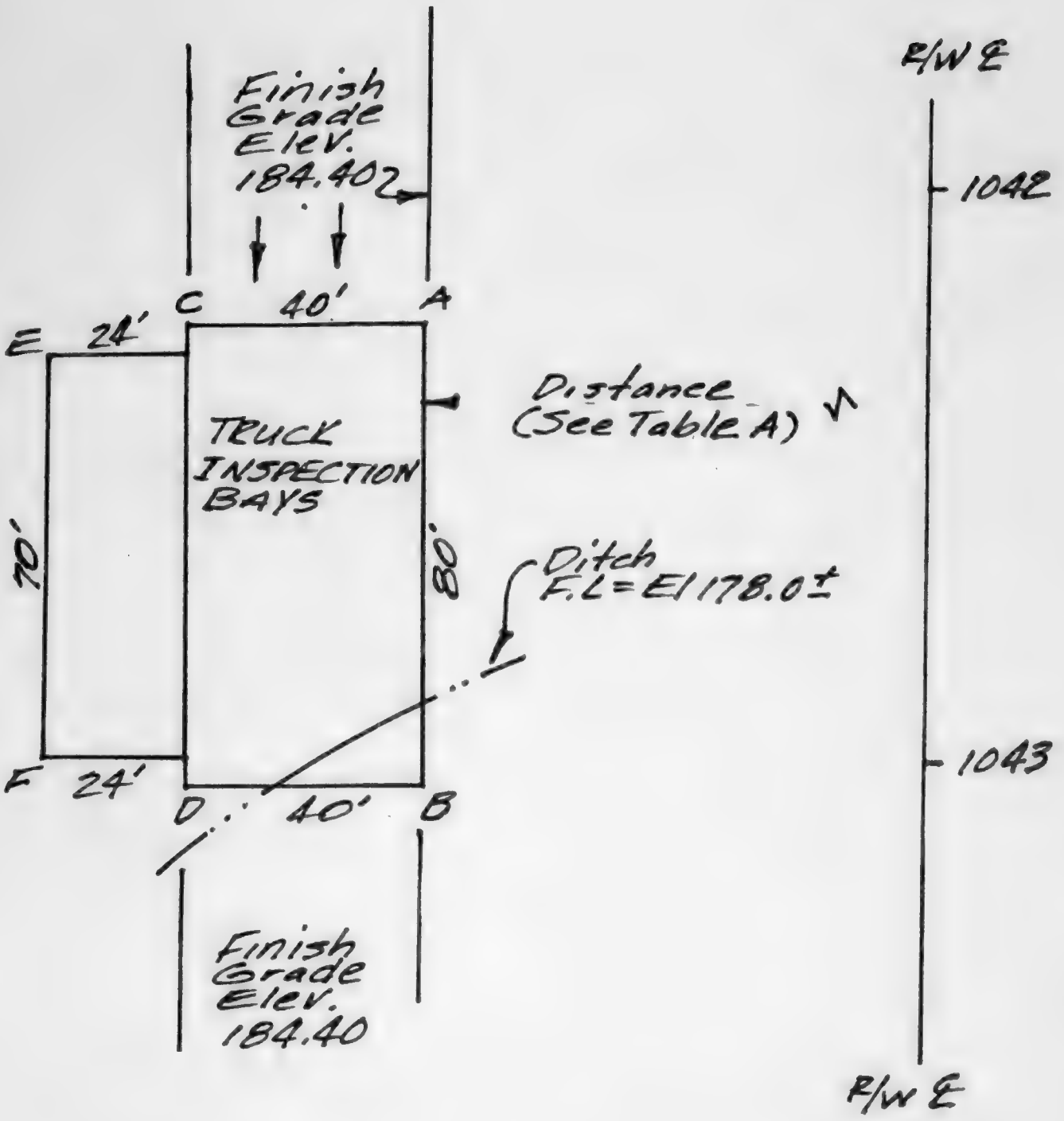

TABLE A

	R/W Sta.	Dist. Rt.	Ground Elev.
A	1042+25	324'	182.0
B	1043+05	324'	181.6
C	1042+25	364'	181.8
D	1043+05	364'	181.3
E	1042+30	388'	181.8
F	1043+00	388'	181.5

9905

4 PMT 13-2

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-5-5(78)274
Woodburn Truck Scales
Proration of Preliminary Engineering Costs

Date: December 8, 1983

From: Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S.COULTER

By October 26, 1983 memorandum Mr. Swan presented an analysis for determining an equitable proration of the preliminary engineering charges between the non Federal-aid PUC facility and federally funded weigh stations and truck inspection area. Based on this analysis I concur that 81 percent of the preliminary engineering costs is eligible for Federal-aid participation.

for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
DEC 9 '83
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

Pmt 13-2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(81)274

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
11-29-83

4. PROGRAM NO.:

5. ITEM NO.: 30029

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/29/83

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

Woodburn Truck Scales Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [xx] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/23/83 you are authorized to proceed with the actual acquisition of File No. 53640 and 53641 as shown on sketch map attached at a TEC of $43,640 Federal Funds $40,244.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO
Pottel
FOR

Info	Instr	R/D	O/R	Sign	Ret	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/83	John D Wickman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Pmt 13-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. IR-5-5(81)274
Woodburn Truck Scales Section
Pacific Highway
Marion County

I request authorization to proceed with the actual acquisition of files 53640 and 53641 as programmed on the subject project and as outlined in red on the enclosed sketch maps. The estimated total cost for these parcels is $43,640 with Federal Funds of $40,244.

In accordance with your memo of October 20, 1983 the design has been revised to eliminate the locked gate access.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

9.

TMT 13.2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Proration of PE Charges
Item No. 30029
Project no. IR-5-5(78)274
Woodburn Truck Scales
Pacific Highway (I-5)
Marion County

Since the Port-of-Entry facility of PUC is included in the southbound weigh station site, it is necessary to arrive at a proration of preliminary engineering cost eligible for Federal-Aid participation. In analyzing the preliminary building plans for the southbound weigh station and truck inspection facilities I have come to the conclusion that 81% of costs expended under the project is eligible for Federal participation.

This is based on the square footage allotted to exclusive use of PUC against the total square footage of both structures at the southbound site as follows:

2043 Sq. Ft. (Weigh Sta. Bldg.) 1303 Sq. Ft. chargable to PUC
4880 Sq. Ft. (Inspection Bldg.)
6923 Sq. Ft.

$1303 \div 6923 \times 100 = 18.8\%$ say 19% PUC

I believe that the parking area can be disregarded in the computations, for the subject project also includes the northbound weigh station site expansion which is totally eligible for Federal participation. Furthermore, the Truck Inspection Facility will be operated by personnel from the Weigh Masters and has nothing to do with PUC's operation.

Therefore, I request your concurrence that 81% of preliminary engineering costs expended on the subject project is eligible for Federal-Aid participation.

JLG:bkb
cc: Vern Skoog
Frank Terpin
General Files

Form 734-3122

FMT 13-2

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IR-5-5(81)274
2. STATE PROJECT NO.	See below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	30029
2A. COUNTY NAME	Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

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STATE HWY ENGR
OCT 24 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to 10/24

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/20/83	Interstate 5	Primary 1

10. GENERAL LOCATION:

Woodburn Truck Scales Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 10/4/83 letter requested authorization to proceed with all phases of right-of-way acquisition as programmed under the subject project. Only file number 53642 as shown on R/W map 9B-23-7 in the amount of $3,860 Federal Funds $3,560 is authorized, all phases, at this time. The remaining right-of-way will be considered when design has been revised to eliminate the vehicle locked gate.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/20/83	John D Wilken for	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN - HIGHWAY

DES 16

Bill Kappas
FHWA

October 11, 1983

Mike Harris
Designer

Woodburn Truck Scale (Northbound & Southbound)

As per request, a detail roll map of subject project with proposed R/W is being sent.

Attached is a print of a portion of the detail map showing some changes that were more recently incorporated in the construction details. The principal features are:

1) Avoids moving power pole and guardrail at the corner of the county road

2) Combines an existing farm approach with our proposed approach

3) Does not remove any of the existing vegetation screen along the freeway R/W

I apologize for the clarity of the maps but was unavoidable. For questions, please call me at 378-6275.

MH:mg

Enclosures

bc: Mike Harris

1 Versteeg ✓
V Adams A
Macnab
Stendenmeyer
Terpin
Trost
Wilmsig

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OCT 11 1983
ROAD DESIGN SECTION

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Pmt 13-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: October 4, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D. E. Swan
Project Unit Engineer

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30029	IR-5-5(81)274	Woodburn Truck Scales PNRS #821011-007-2

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9705

Pmt 13-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 4, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Program Unit Engineer

Subject: Project Data Submission
Item No. 30029
Project No. IR-5-5(81)274
Woodburn Truck Scales Section
Pacific Highway
Marion County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way 9B-23-7 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $47,500 with an obligation of $43,804 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way map. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

FMT 13.2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

August 23, 1983

In Reply Refer to
File No.:

PRO 6-2

TO: STATE CLEARINGHOUSE

ORIGINAL SIGNED BY
D. E. SWAN

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: PNRS # OR 821011-007-2
Woodburn Truck Scales
Pacific Highway (I-5)
Marion County

The Marion Soil and Water Conservation District submitted comments on the subject project pursuant to the A-95 review. They also questioned the appropriateness of the Categorical Exclusion classification.

The Conservation District commented that the proposed project may have adverse effects on prime and important farm lands. The use of agricultural land would result from the proposed expansion of the southbound truck scales to a Port-of-Entry (POE) station. But, the proposed improvement of the northbound weigh station does not require purchase of additional right-of-way.

The land to be acquired for the POE involves a strip approximately 150 feet deep and 1,200 feet long, totalling about four acres. This land would be used for parking, an additional scale, and other facilities related to the POE.

Other sites along Interstate 5 have been evaluated, and none were found to be as well situated for a POE facility as the proposed southbound site at Woodburn. The other locations evaluated would also involve agriculatural land, as most of the land along I-5 north of Salem consists of agricultural soils. Incorporating the POE with the southbound site minimize the agriculatural land taken out of production.

The Conservation District commented that the area involved is in an exclusive farm use (EFU) zone and that a land use exception will be needed from the Marion County Planning Commission. While the area in question is in an EFU zone, the Marion County Planning director has indicated that land use exception is not required. Attached is a copy of the January 4 letter from Mr. Russell Nebon, Director of the Marion County Planning Department, in regard to the decision.

The Conservation District stated in their review letter that the removal of prime and important farmland soils requires more study than is implied by the terminology, "Categorical Exclusion". They should be informed that the term Categorical Exclusion does not preclude further study, but does mean that further documentation in the form of an EIS or Environmental Assessment is not required. The project has been classified as an exclusion because we have concluded that it will not have a significant effect on the environment. This conclusion is based on our judgement that the required amount of right-of-way is minor, and the loss of agricultural production is not significant considering the measurable impact on the supply of agricultural products produced on the land in question.

The Conservation District asks whether better accommodations of truck weighing needs along the stretch of Interstate 5 is sufficient justification to remove the soils from agricultural production. It can be stated that in terms of economy, savings from less damage to the highway system from better regulation of overweight vehicles will greatly exceed the market value of lost agricultural production. It would appear that this tradeoff is worthwhile and provides an economic justification for proceeding with the project.

JLG:pf
Attachments

cc: MWVCOG, w/attach
Dale E. Wilken, FHWA, w/attach
Cam Gilmour
General Files

PAT 13-2

STATE OF OREGON
HIGHWAY DIVISION

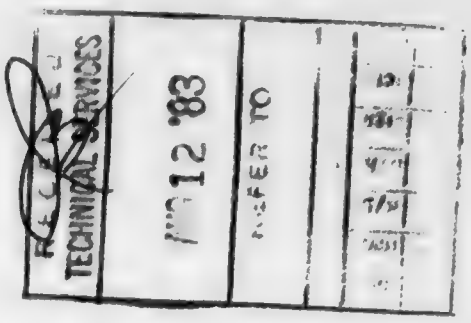
INTEROFFICE MEMO
ENV 3

TO: Gary A. Potter, Manager
Program Section

DATE: August 10, 1983

FROM: Cam Gilmour, Manager
Environmental Section

NOTED
E. S. HUNTER



SUBJECT: Woodburn Truck Scales
Pacific Highway (I-5)
Marion County

On November 2, 1982, the Marion Soil and Water Conservation District submitted comments on the subject project pursuant to the PNRS State (A-95) review. The Conservation District raised some concerns that are related to the project category request. I am providing you with information that can be used in your response to the District's review comments.

The Conservation District commented that the proposed project may have adverse effects on prime and important farmlands, and also that the area involved is in an exclusive farm use (EFU) zone, and that the land use exception will be needed from the Marion County Planning Commission. They also questioned the appropriateness of the Categorical Exclusion classification.

First, as background, the use of agricultural land would result from the proposed expansion of the southbound truck scales to a Port of Entry (POE) station. The proposed improvement of the northbound weigh station does not require purchase of additional right-of-way.

The land to be acquired for the POE involves a strip approximately 150 feet deep and 1200 feet long, totalling about four acres. This land would be used for parking, an additional scale, and other facilities related to the POE.

The Conservation District stated in their review letter that the removal of prime and important farmland soils requires more study than is implied by the terminology categorical exclusion. They should be informed that the term categorical exclusion does not preclude further study, but does mean that further documentation in the form of an EIS or environmental assessment is not required. Other sites along Interstate 5 have been evaluated, and none were found to be as well situated for a Port of Entry facility as the proposed southbound site at Woodburn. In addition, other locations evaluated would also involve agricultural land, as most of the land along I-5 north of Salem consists of agricultural soils. While the area in question is in an exclusive farm use (EFU) zone, the Marion County Planning director has indicated that a land use exception is not required. The project has been classified as an exclusion because we have concluded that it will not have a significant effect on the environment.

This conclusion is based on our judgement that the required amount of right-of-way is minor, and the loss of agricultural production is not significant considering the measurable impact on the supply of agricultural products produced on the land in question.

The Water Conservation District asks whether better accomodations of truck weighing needs along this stretch of Interstate 5 is sufficient justification to remove the soils from agricultural production. It can be stated that in terms of economy, savings from less damage to the highway system from better regulation of overweight vehicles will greatly exceed the market value of lost agricultural production. It would appear that this tradeoff is worthwhile and provides an economic justification for proceeding with the project.

CMG:lm

cc: E. S. Hunter
C. O. Fredrickson
R. E. Royer

Pm-7 13-2

STATE OF OREGON
HIGHWAY DIVISION 378-4082

INTEROFFICE MEMO

PLA 9-2

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TO: Cam Gilmour, Manager
Environmental Section

DATE: August 3, 1983

FROM: Milan Krukar
Sr. Transportation Economist

SUBJECT: The Woodburn NB and SB Weigh Stations

This memo may clarify some of the confusion that exists between the two weigh stations. OSHD would like to have bids on both projects at the same time so that the same contractor would be responsible for both weigh stations and that may be one source of confusion. The other source may be the Weigh-In-Motion project and the two weigh stations.

I-5 NB Woodburn Weigh Station

All the land needed for expansion of this weigh station belongs to the OSHD. The project would consist of installing a Weigh-In-Motion (WIM) scale, improving the approach, putting in the proper signaling devices and signs, building a bypass and parking spaces. This project has been budgeted and is now in the preliminary stages of design according to Norman Mann of Road Design. The Economics Unit with the help of WIM Technical Advisory Committee is in the process of selecting a WIM scale. This would include installation of the WIM independent of the rest of the project.

NOTED
W. E. SCHWARTZ

I-5 SB Woodburn Port-of-Entry Station

This project is the expansion of the present weigh station into a full-blown Port-of-Entry station. The two reasons for building a Port-of-Entry on this site are:

1. Truck traffic going south on I-5 SB and I-205 SB from Portland and Washington would be caught at this site. Any site further north would miss some of the SB truck traffic from I-205.

2. Land taken from agricultural use would be minimized since the state already owns most of the necessary land.

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This project will require an additional four acres of land. This will be taken behind the present weigh scales and would be approximately 150 feet deep and 1,200 feet long. This land would be used for parking, additional scale, PUC building, public restrooms, and safety inspection facilities. At present, no WIM scale will be installed. However, it is more than likely that in the future some

cc Schwartz
Fredrickson
8-8-83

NOTED
ROBERT N. BOTHMAN

WIM equipment similar to that in I-5 NB Woodburn Station may be installed. There is plenty of room for a WIM.

Planning Section Needs

We in Planning would like to have the NB Woodburn Weigh Station project built as soon as possible. We plan to coordinate enforcement, data collection, and testing with the Woodburn WIM, the WIM equipment on I-5 NB and portable WIM.

MK:ap
cc: R. N. Bothman
Wilson McBeth
Robert E. Royer
Mike Shultz

I-5 4 Versteeg

STATE OF OREGON
Highway Division - Region II

INTEROFFICE MEMO
378-2626

TO: Cam Gilmour, Manager
Environmental Section

DATE: July 19, 1983

FROM: Mike Shultz MKS
Region Environmentalist/
Planning Representative

SUBJECT: Expansion of Woodburn Truck Scales to a State Port-of-Entry

1 Versteeg ✓
Anderson
3 Adams
Macnab
2 Stoudenmeyer
Terpin
Trout
4 Wakerlig

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JUL 29 1983
ROAD DESIGN SECTION

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With the opening of I-205, a major portion of Interstate trucking bypasses the port-of-entry at Jantzen Beach. This makes it necessary for a new port-of-entry to be located south of the Interstate 5 - Interstate 205 (Exit 288) connection at Tualatin.

The State of Oregon places many obligations and requirements on the motor carrier industry. The rapid growth in the industry has seen weight - mile tax payments double in the last ten years to approximately $74,000,000 per biennium. The State, Counties, and Cities all share in these revenues. Carriers enter the State at all hours and days of the week. Yet PUC offices (not including port-of-entry facilities) operating from 8:00 a.m. to 5:00 p.m. on Mondays through Fridays only, do not afford adequate hours. Truck access and space to properly service and police vehicles inbound to Oregon are inadequate in location and size. For example, the necessity for trucks to leave the highway and travel through Portland to reach a PUC office is slow, dangerous, and expensive. Thus, these restrictive elements inconvenience commerce and provide opportunities and additional motivation to operate illegally and avoid tax payment.

REFERRED TO
Watson
Cole
Erikson
Board
Bedford
Lau
Discuss
Do File
Due
By FINAL DESIGN ENGINEER

In consideration of these circumstances, it was determined that regulation, tax, and fee collection, safety and removal of impediments to the flow of commercial highway traffic could be effectively improved by establishing a port-of-entry adjacent to Interstate 5.

Alternate locations for the port-of-entry are being investigated. The properties adjacent to Interstate 5 south of Interchange 288 have been urbanized through Clackamas County at Interchange 281. We investigated a possible site just north of the Wilsonville city limits at M.P. 287 which was purchased under the Highway Beautification Act. Because this area would fall under a 4-F category and would move truck traffic closer to noise receptors, this area was discarded. This left us with placing the port-of-entry in north

cc: Bothman
Royer
Versteeg

81-125.1387

Marion County. All suitable sites north of Salem along I-5 would affect agricultural land. Therefore, placing the port-of-entry at the existing Woodburn truck scale site would minimize the agricultural land to be taken out of production.

Enclosed is a letter from Russell Nebon, Marion County Planning Director on the subject site. He believes the existing scale site could be expanded without asking for a land use exception.

MKS/bah
Enclosure

cc: File

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ENVIRONMENTAL
SECTION
JUL 2 1 1

Referred to Manager ✓
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File ✓

I-5
MP 0.8

ROAD DESIGN SECTION

DES 16

C.O. Fredrickson
Bob Hamilton
Larry Strauss for
J.H. Versteeg
Road Design Engineer

January 14, 1983

Woodburn Port of Entry
Pacific Highway (I-5)
Marion County

Enclosed are two rolls showing revised Port of Entry pattern.

The 30-55 foot radius and the 40-55 foot radius at the load storage area have been changed to 75 foot radius, also a 16 foot inspection lane has been added. These changes were made at the request of Arthur Shelley and Wilson McBeth of the Weighmaster Section.

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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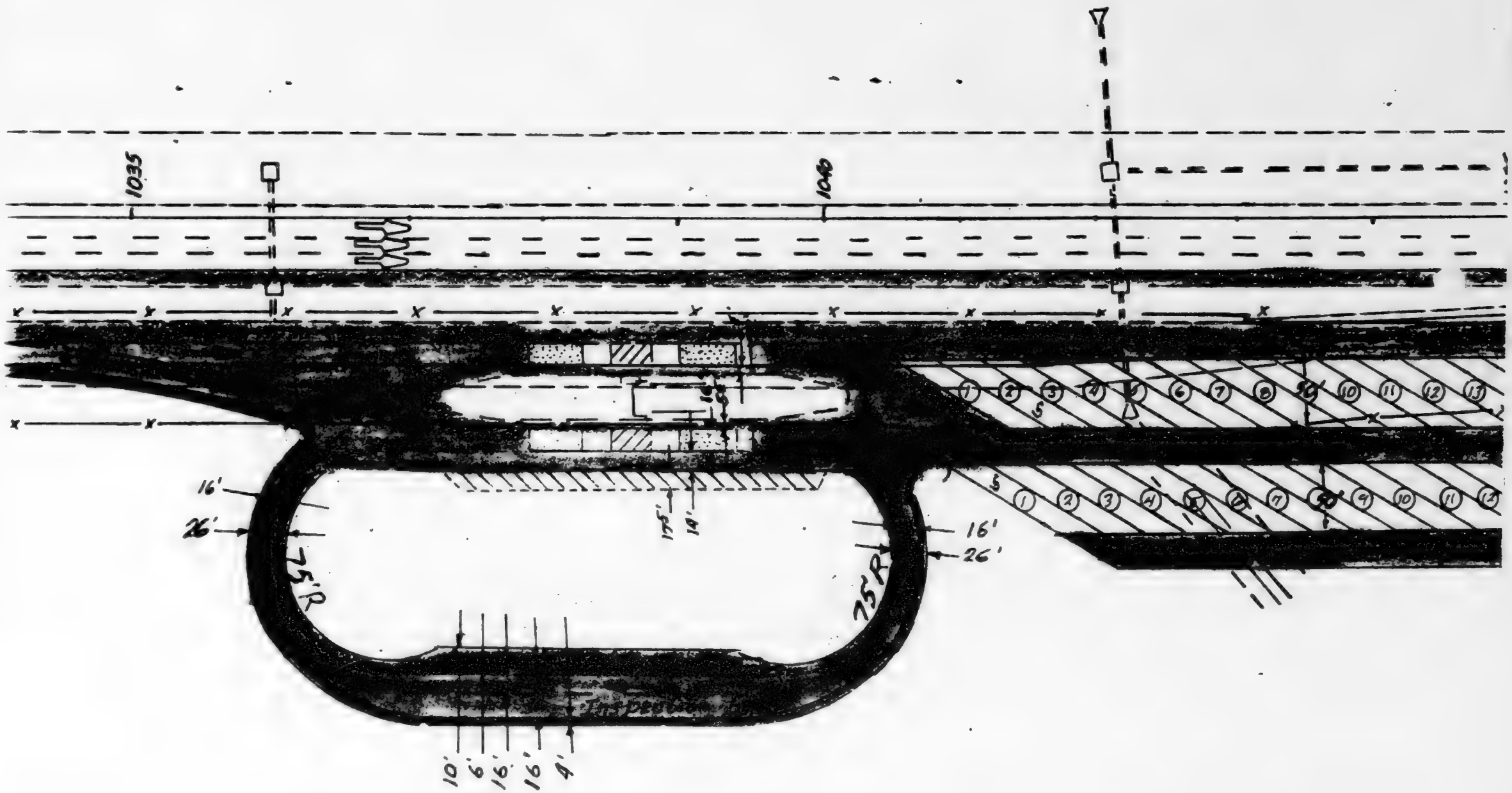
1035
1040
16'
26'
75'R
14'
16'
26'
75'R
10'
6'
16'
16'
4'

I-5
Woodburn

ROAD DESIGN SECTION DES 16

Bob Hamilton
C.O. Fredrickson

January 13, 1983

J.H. Versteeg
Road Design Engineer

Woodburn Truck Scales
Weigh-In-Motion Facility
Pacific Highway (I-5)
Marion County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
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JAN 13 1983
ROAD DESIGN SECTION

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Enclosed are two prints of a preliminary design designated "Plan C" for the northbound "Weigh-in-Motion" facility located at the Woodburn truck scale site.

Plan "C" incorporates suggestions made by the weighmasters in an effort to improve on Plan "A".

Plan "C" uses 75 ft. radii instead of 55 ft. radii for the circular ramps leading into and out of the truck parking and load adjustment area. In addition a 700 ft. long parallel type deceleration lane has been added to increase the overall length of the exit ramp from the highway to the scales as suggested.

Plan "C" will require additional right-of-way in the area of the truck parking and load adjustment area over that of Plan "A".

Any additional ideas or suggestions you may have regarding this alternative plan would be appreciated.

RM:kg =

I-5

ROAD DESIGN SECTION DES 16

C.O. Fredrickson
Bob Hamilton

December 27, 1982

A.D. Olson
Preliminary Design Engineer

Woodburn Port of Entry
Pacific Highway (I-5)
Marion County

Enclosed is one roll and five sheets showing alternate parking and aisle patterns.

These show a combined PUC and scale house instead of a seperate PUC building adjacent to the parking area as previously designed. The existing off-ramp and scales are used on all plans. Sheets 1 through 5 were designed in an effort to get the parking stalls closer to the building.

Roll 1 and sheet 1 have oneway aisles and 40 parking stalls.

Sheets 2 through 5 show aisle patterns that allow trucks to have access to more parking stalls.

Sheets 3 and 5 also have parking stalls for extended loads (Triples).

There are other parking and aisle patterns that could be used, but these are a starting point.

Your review and comments would be appreciated.

enclosures

ADO:kg

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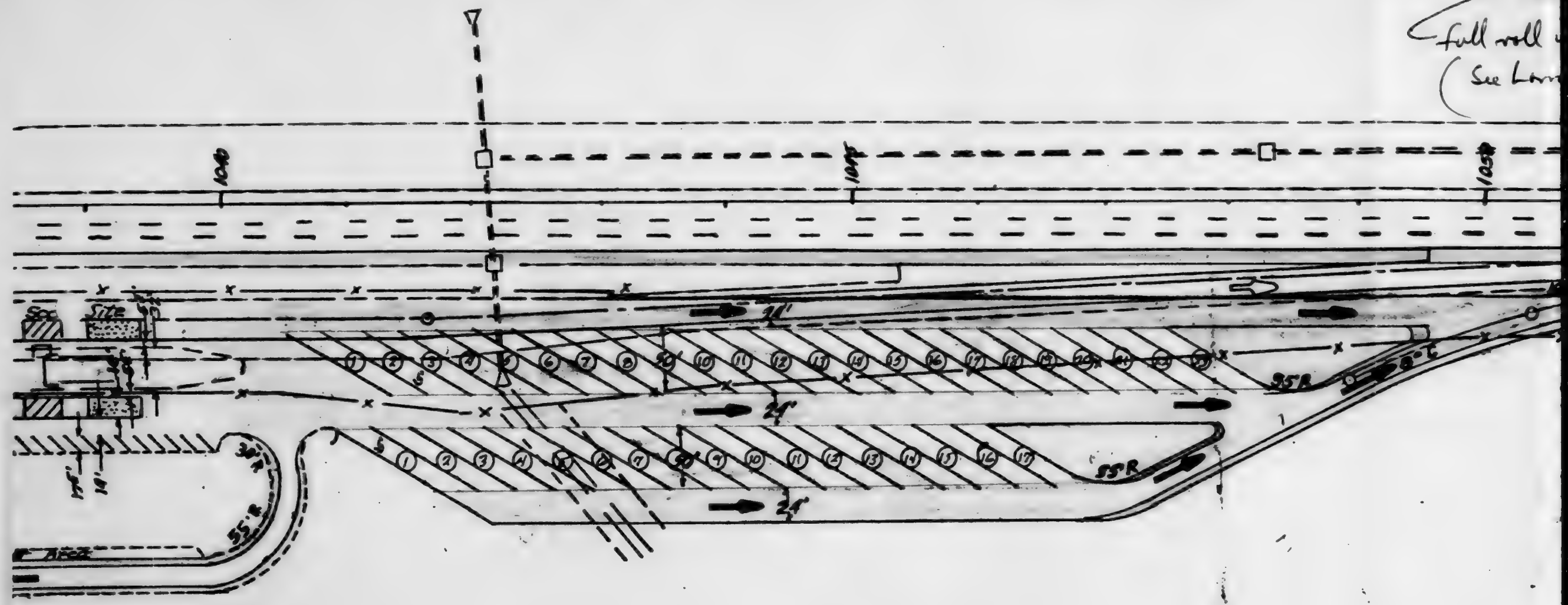
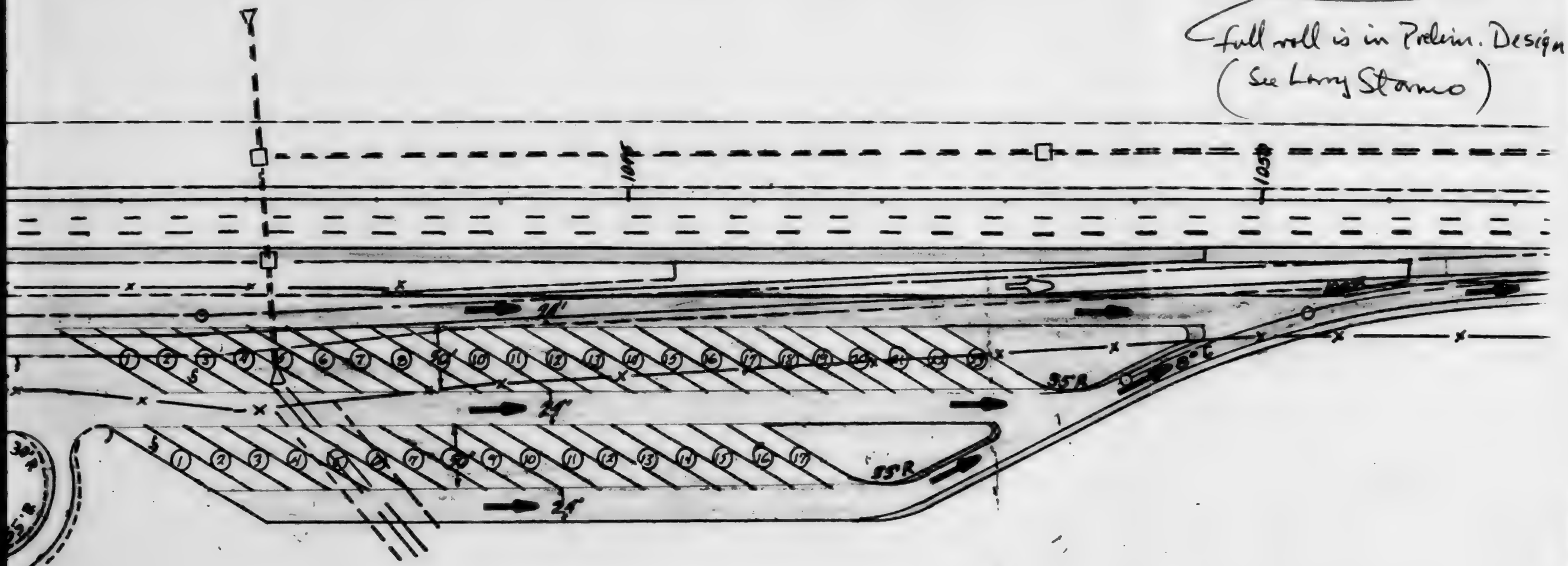
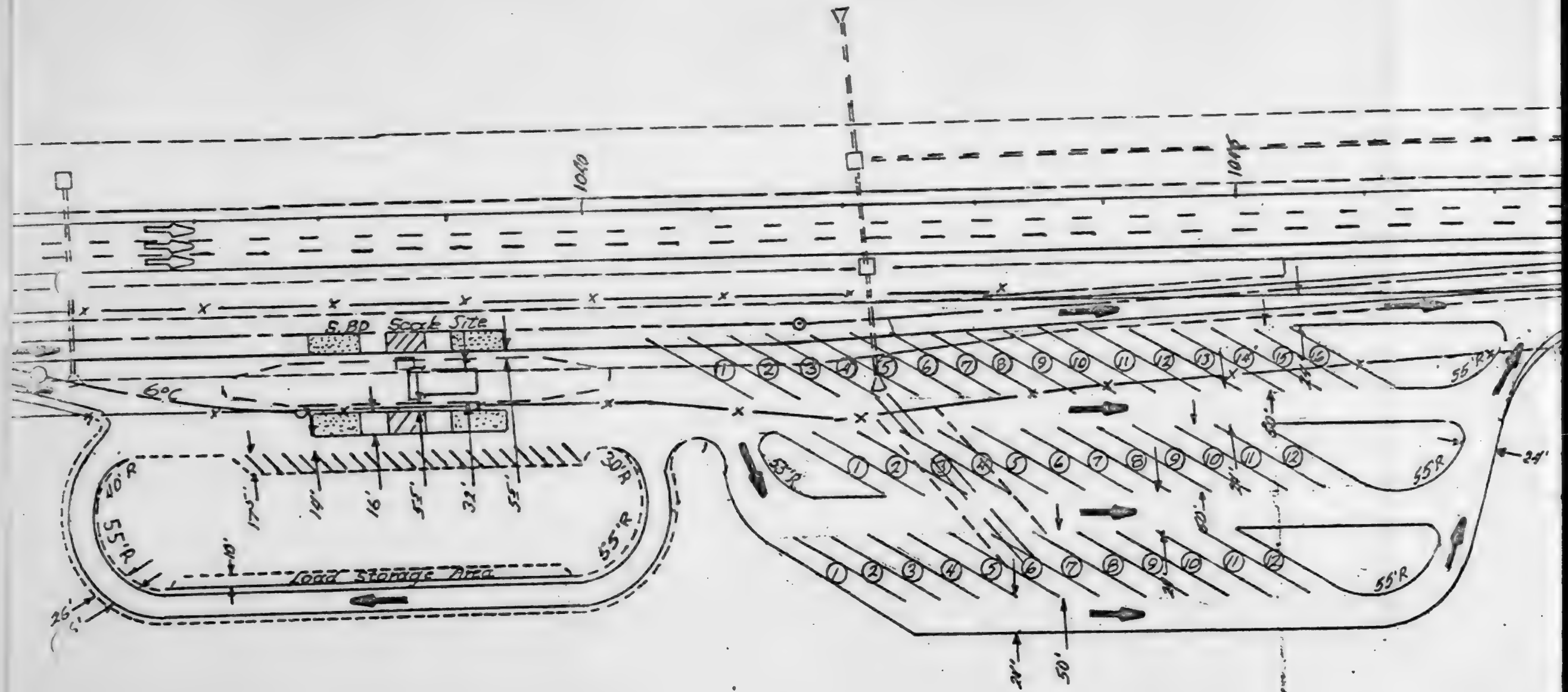

Site
35'R
55'R
24'
24'
11'

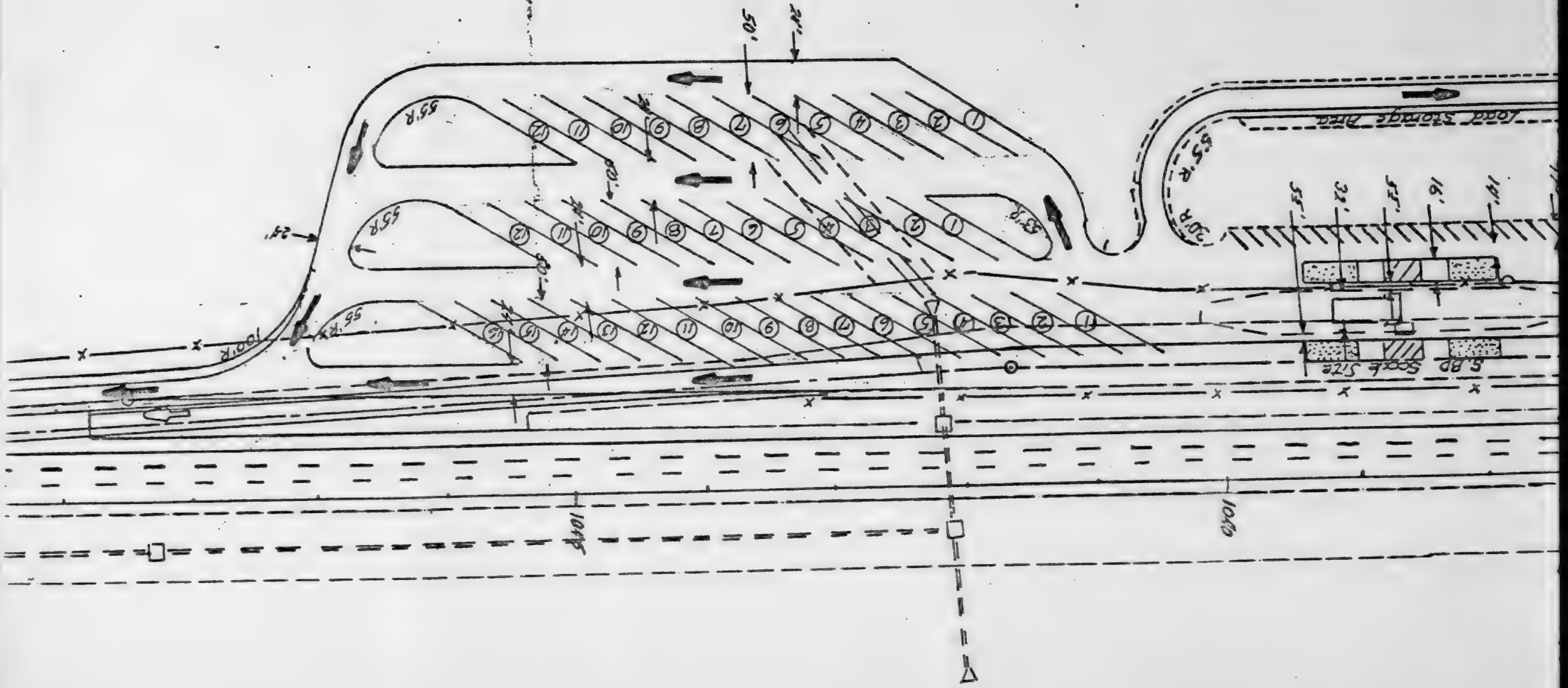
R.11 1

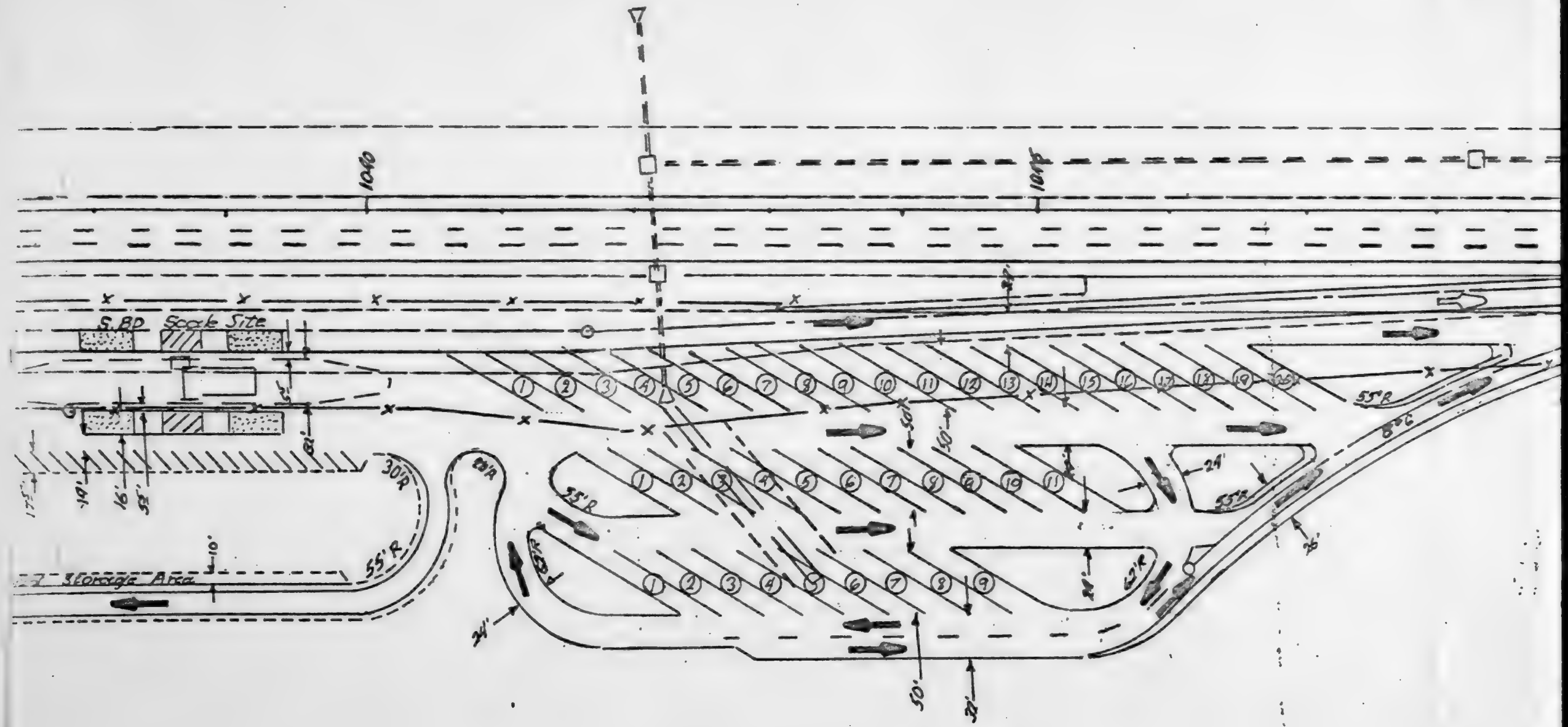
full roll is in Prelim. Design
(See Larry Stamco)



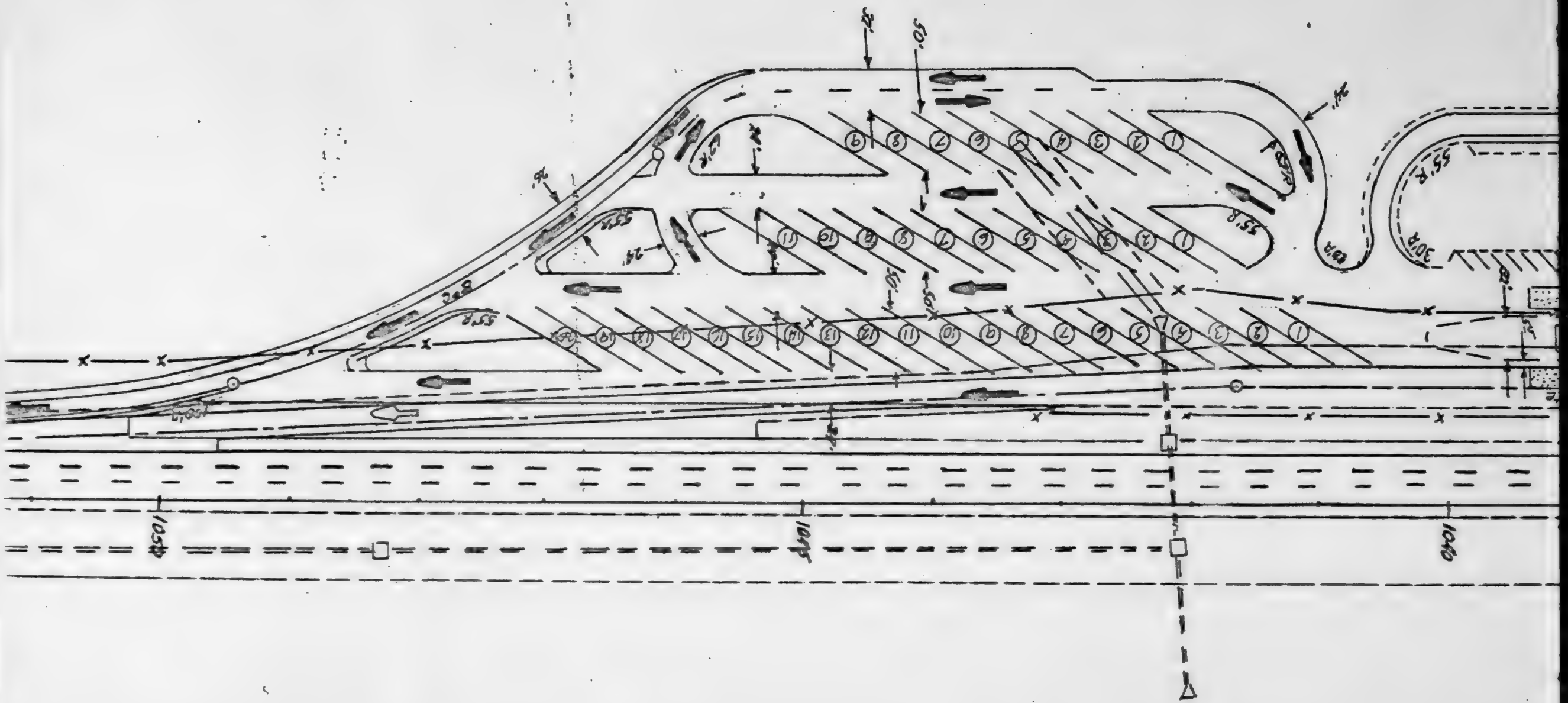

1040
1040
S.BP Soak Site
60°C
10'R
30'R
55'R
55'R
55

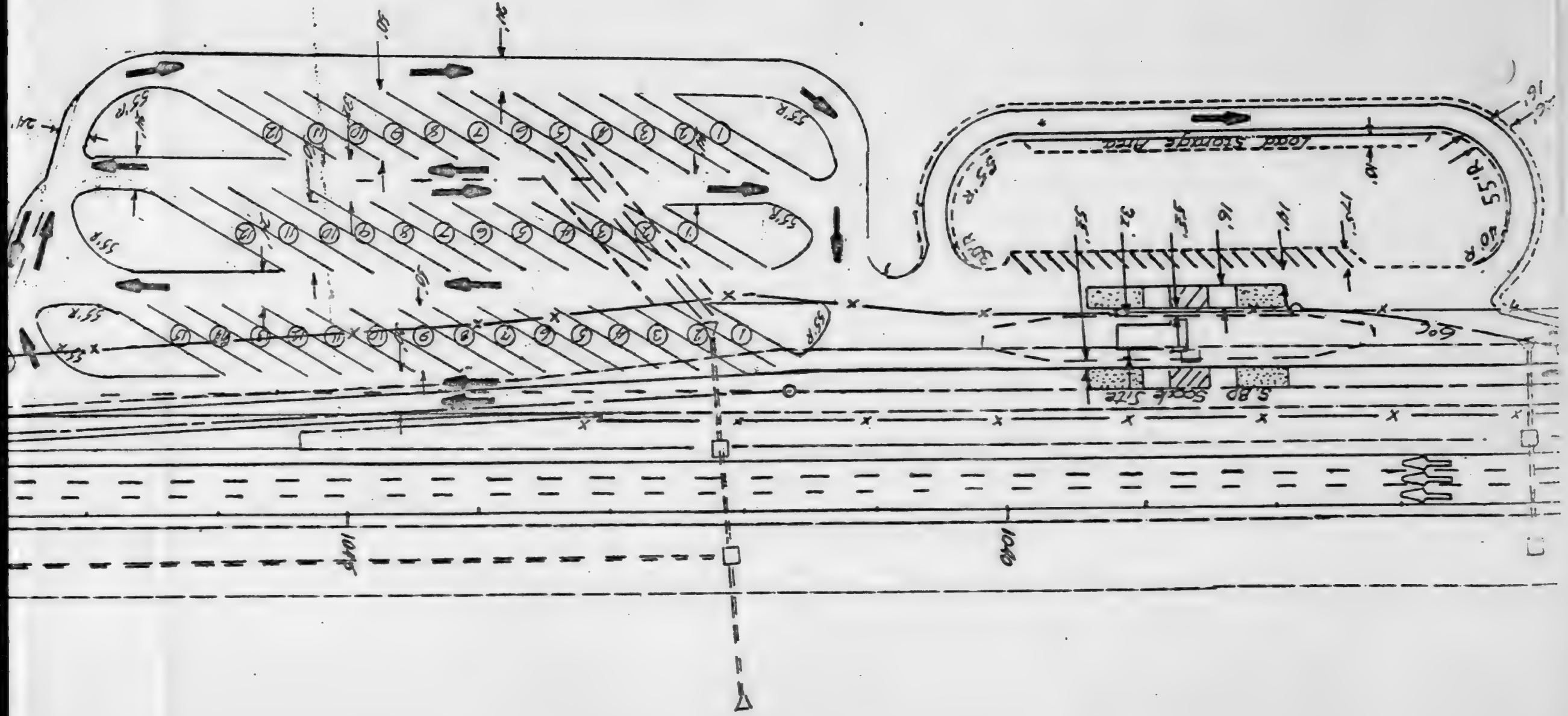
Sheet

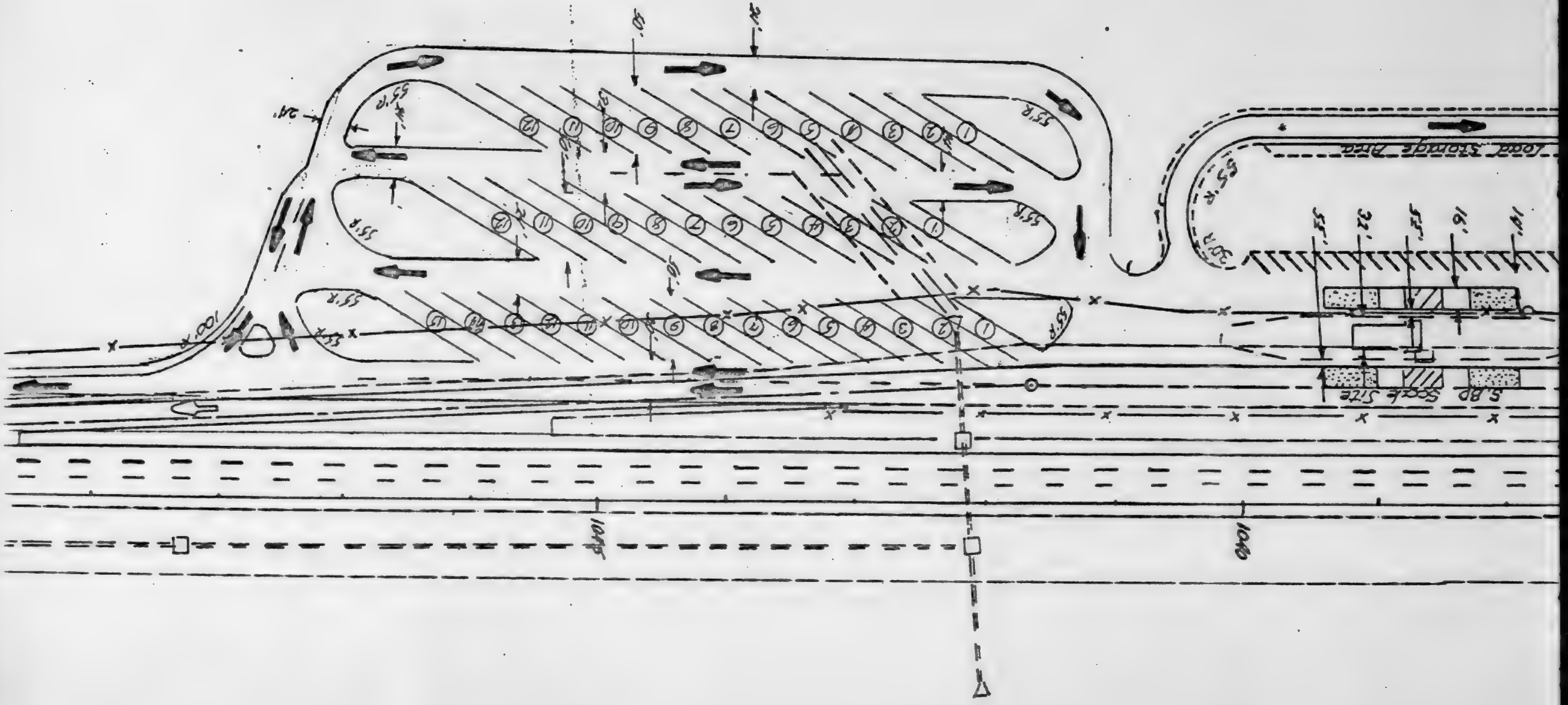

50'
24'
55'R
100'R
24'
55'R
55'R
55'R
55'R
55'R
100'R
55'R
30'R
Food Storage Area
55'-
32'-
55'-
16'-
16'-
S.B.P. Space 5'x12'
10'R
10'R

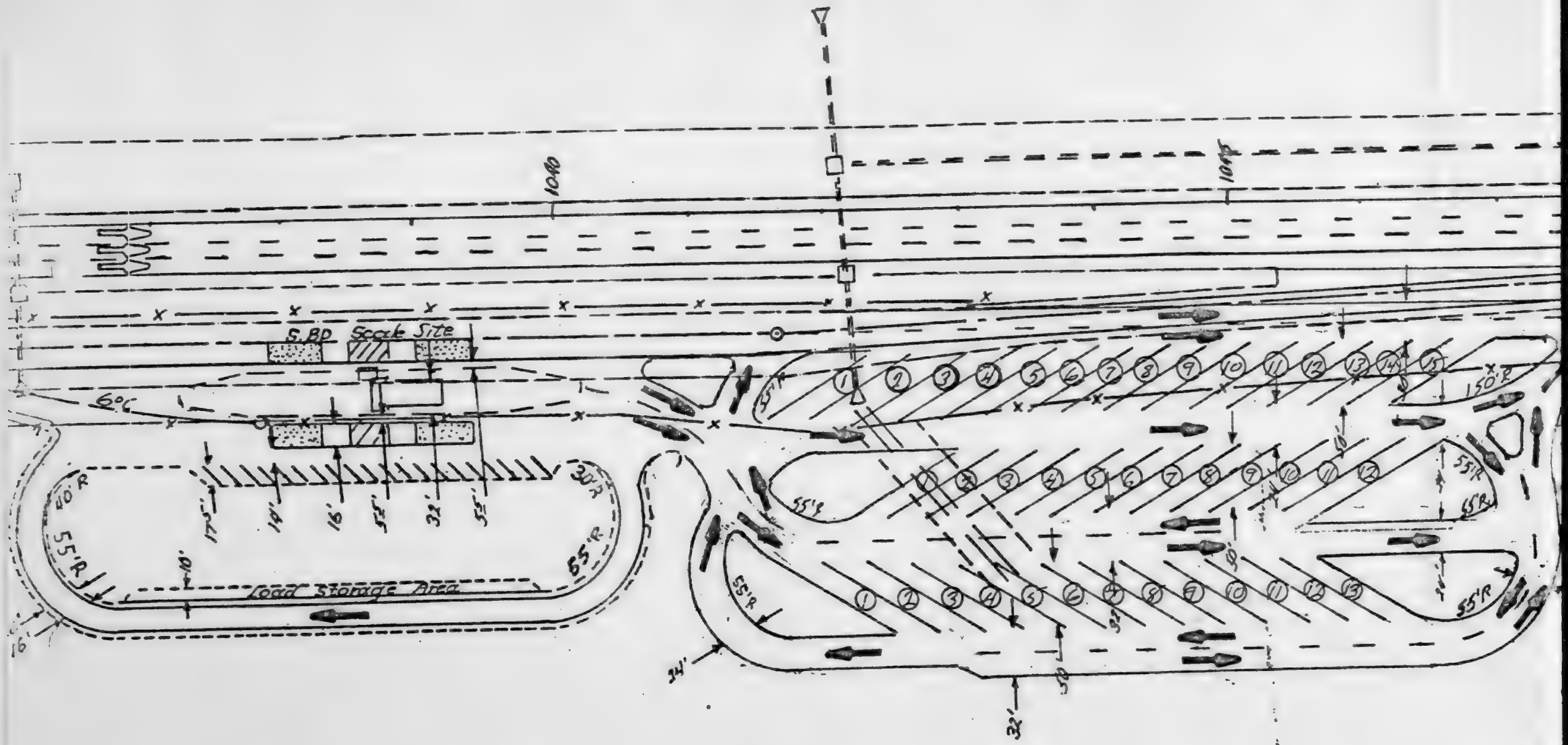


Sheet 2

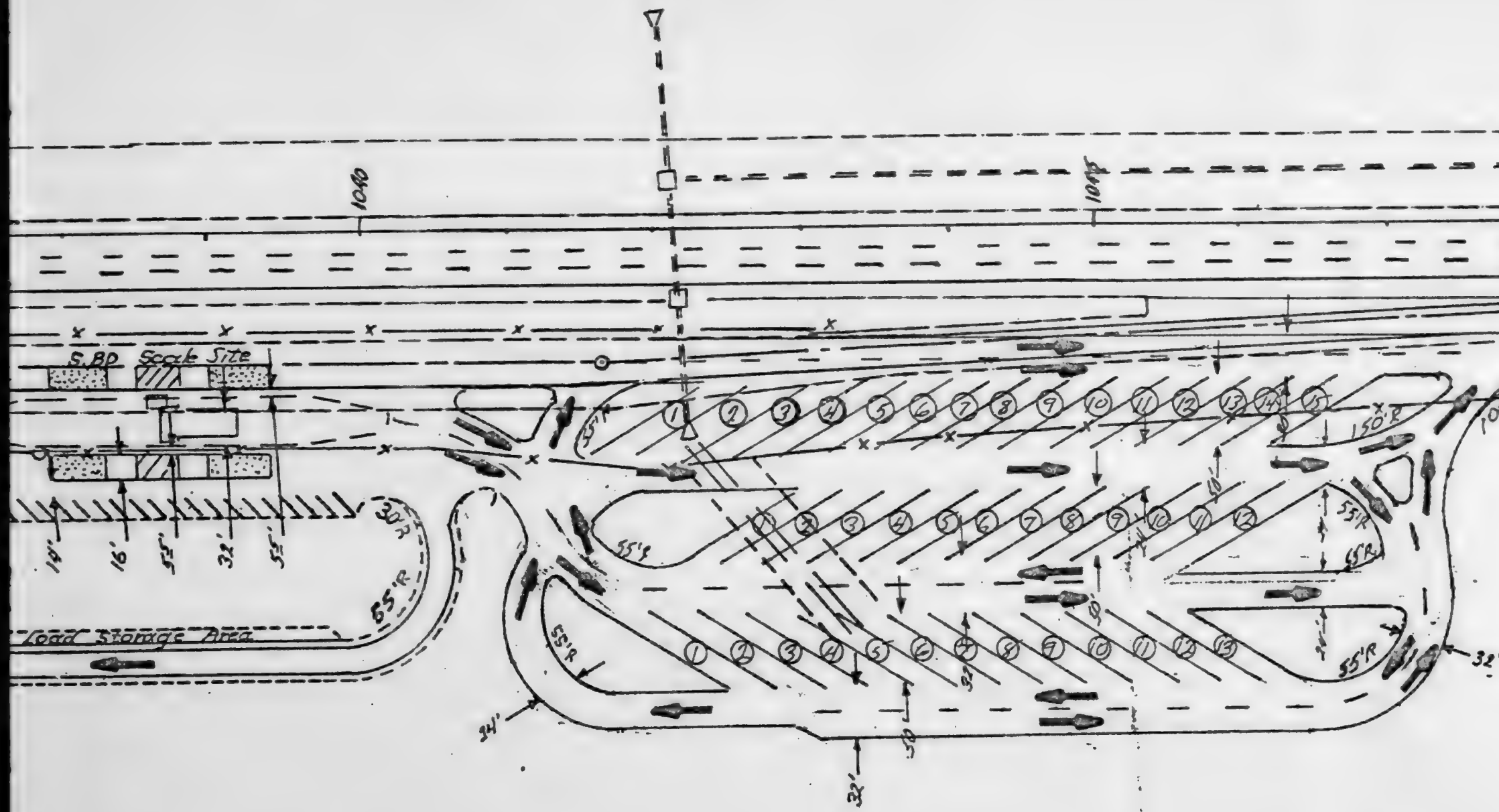

50'
24'
55'R
30'R
1045
1046


Boat Storage Area
55'R
60'R
16'
24'
30'
Scale 1/16" = 1'-0"
104'
104'

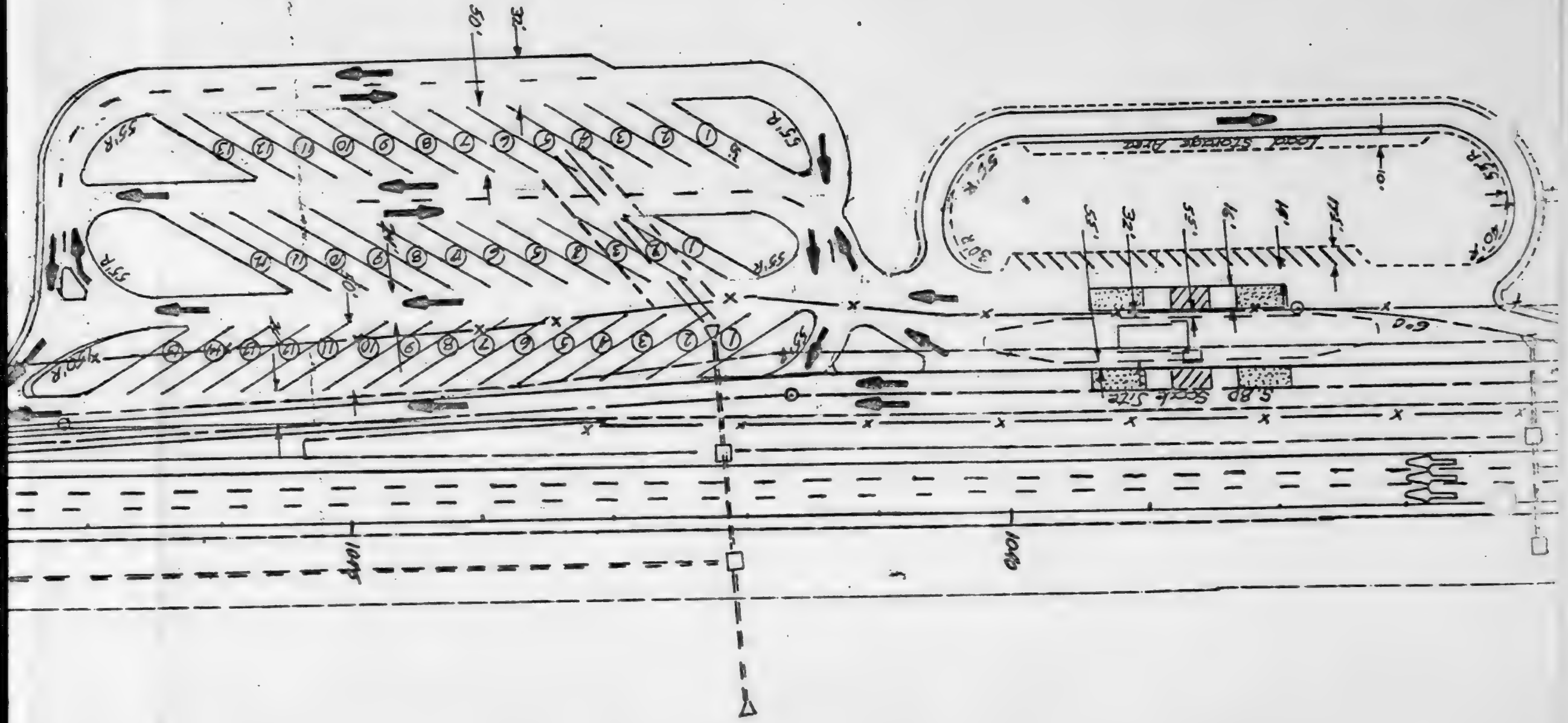

Load Storage Area
55'R
30'R
55'R
32'
55'R
16'
16'
S.B.P. Space Site
24'
55'R
55'R
55'R
55'R
55'R
100'
1040
1040


1040
1040
S.BP
Soak Site
60°C
40' R
55'R
30' R
55'R
10'
14'
16'
32'
55'
Load Storage Area
10'
16'
55'R
150'R
55'R
55'R
55'R
34'
32'

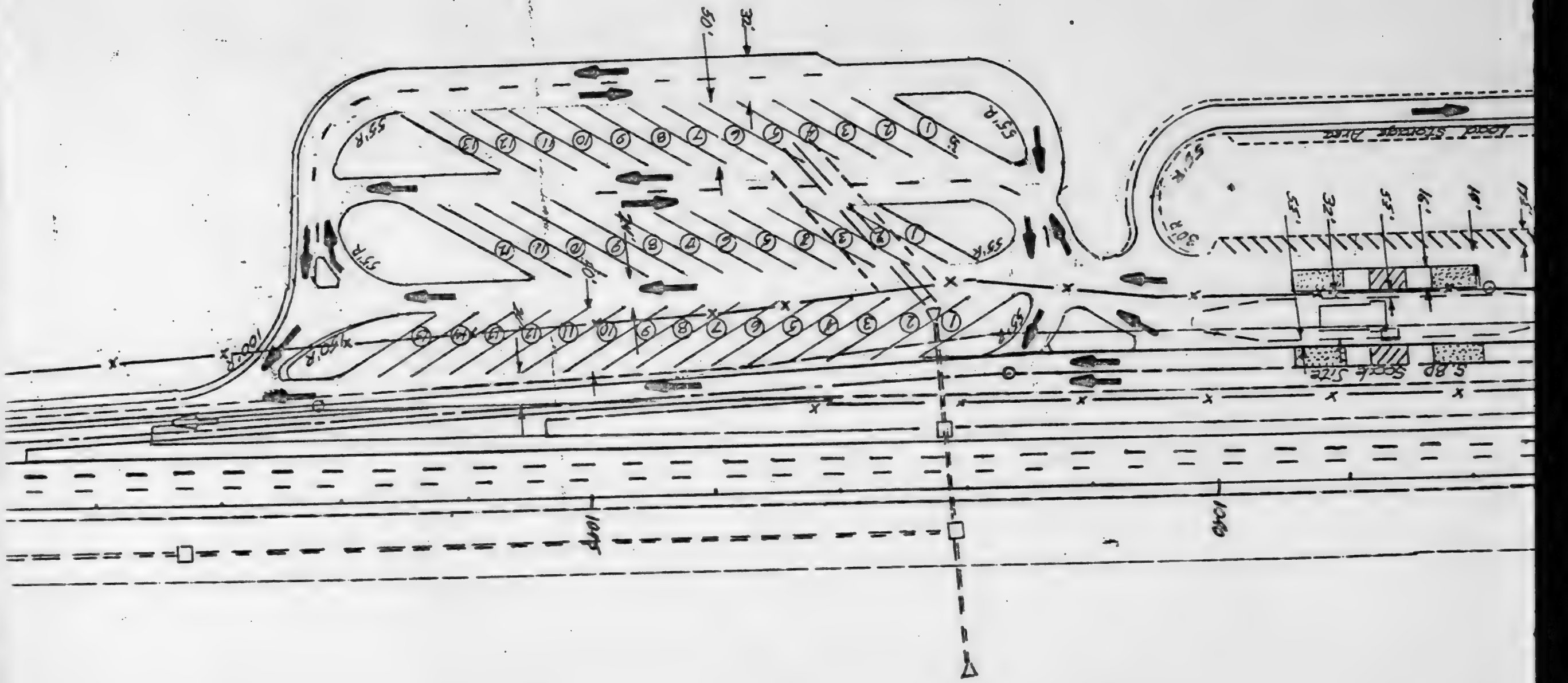
Sheet 4


1040
1045
S.BP
Scale Site
14'
16'
55'
32'
55'
30'R
65'R
Load Storage Area
55'
55'R
55'R
55'R
65'R
55'R
150'R
100'R
10'
32'
32'
32'
32'

Sheet


50'
32'
55'R
55'R
55'R
55'R
55'R
55'R
30'R
10'
55'
32'
55'
44'
44'
44'
Local Storage Area
10'
60'
585 Sq. Ft.
10'
10'

Sheet


50'
32'
55'R
55'R
55'R
55'R
55'R
100'R
Food Storage Area
30'x 91'
55'
32'
55'
16'
16'
5'8" Space Size
Road
Road

I. S.
P.U.C.

ROAD DESIGN SECTION DES 16

Bob Hamilton
C.O. Fredrickson
A. D. Olson
Preliminary Design Engineer

December 17, 1982

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 20 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

Woodburn Truck Scales
Weigh In Motion Facility
Pacific Highway I-5
Marion County

Enclosed are two preliminary designs for the proposed northbound "Weigh in Motion" facility located at the Woodburn truck scale site Both plans utilize the existing on and off ramps, the existing scale house and scales.

Plan A is a minimal plan using 55 ft. radii for the circular ramps leading into and out of the truck parking and load adjustment area. This plan has no physical separation between the thru truck traffic lane and the enforcement weighing lane. This is as shown on the original construction plans. Our aerial pictures indicate some seperation has been provided. Plan A is also shown with an alternate design for the truck parking area. This alternate requires less right-of-way and places the trucks nearer the scale house.

Plan B uses 100 ft. radii for the circular ramps leading into and out of the truck parking and load adjustment area. This plan has an 8 ft. median between the thru truck traffic lane and the enforcement weighing lane. Plan B extends into the existing pond and will require the most right-of-way. Our data shows that this land was relinquished to the Oregon Wildlife Commision for use as public fishing ponds.

For your additional information I am including an excerpt from an "FHWA" booklet titled "Weighing Trucks In Motion." This was used in laying out the facility.

Any ideas or suggestions you may have regarding the proposed facility would be appreciated.

enclosures

ADO:kg

Highway Division
File 46914

RELINQUISHMENT OF TITLE

KNOW ALL MEN BY THESE PRESENTS, That the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "Highway Division", in consideration of the public benefits and advantages to be derived, has relinquished and by these presents does relinquish unto the OREGON WILDLIFE COMMISSION, hereinafter called "Wildlife Commission", its title to the property described on Exhibit "A" attached hereto and made a part hereof, only so long as used for public purposes and under the conditions as hereinafter set out.

The hereinafter described property is conveyed to the Wildlife Commission, its successors and assigns, only so long as used for public purposes and subject to the following reservations and conditions:

1. Highway Division reserves and Wildlife Commission waives all right of access between the property herein conveyed and the right of way of the Pacific Highway, including the portion on which the scale site is located. Access to said property will only be by way of frontage and/or county roads.

2. Wildlife Commission shall not use, nor permit or suffer the public to use the hereinafter described property in any manner that will create a nuisance or cause damage to the adjoining Highway Division property.

3. No advertising signs or devices except those relating to the public use of the hereinafter described property shall be placed or erected on said property. In the event of a violation of this condition Highway Division shall have a right to remove, destroy or obliterate any unauthorized sign or device without liability for damage thereto and recover the cost of the removal, destruction or obliteration from Wildlife Commission, or its assigns.

4. No junk, scraps or other material which may be offensive to the users of the adjoining highway will be openly stored or kept on said property. In the event of the violation of this condition, Highway Division shall have the right to remove or destroy the offending material and recover the cost of the removal or destruction from Wildlife Commission or its assigns.

5. Wildlife Commission will utilize and maintain existing borrow pits on said property as public fishing ponds.

6. Wildlife Commission will fence the highway right of way side of the property

KNOW ALL MEN BY THESE PRESENTS, That the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "Highway Division", in consideration of the public benefits and advantages to be derived, has relinquished and by these presents does relinquish unto the OREGON WILDLIFE COMMISSION, hereinafter called "Wildlife Commission", its title to the property described on Exhibit "A" attached hereto and made a part hereof, only so long as used for public purposes and under the conditions as hereinafter set out.

The hereinafter described property is conveyed to the Wildlife Commission, its successors and assigns, only so long as used for public purposes and subject to the following reservations and conditions:

1. Highway Division reserves and Wildlife Commission waives all right of access between the property herein conveyed and the right of way of the Pacific Highway, including the portion on which the scale site is located. Access to said property will only be by way of frontage and/or county roads.

2. Wildlife Commission shall not use, nor permit or suffer the public to use the hereinafter described property in any manner that will create a nuisance or cause damage to the adjoining Highway Division property.

3. No advertising signs or devices except those relating to the public use of the hereinafter described property shall be placed or erected on said property. In the event of a violation of this condition Highway Division shall have a right to remove, destroy or obliterate any unauthorized sign or device without liability for damage thereto and recover the cost of the removal, destruction or obliteration from Wildlife Commission, or its assigns.

4. No junk, scraps or other material which may be offensive to the users of the adjoining highway will be openly stored or kept on said property. In the event of the violation of this condition, Highway Division shall have the right to remove or destroy the offending material and recover the cost of the removal or destruction from Wildlife Commission or its assigns.

5. Wildlife Commission will utilize and maintain existing borrow pits on said property as public fishing ponds.

6. Wildlife Commission will fence the highway right of way side of the property herein relinquished with type 3 or 3-70 fence and will landscape a 15-foot strip parallel and adjacent to the highway right of way line. Highway Division shall approve all plans for landscaping.

Recorded on Map
4-24-78 [illegible]

09328

REC. 3-27-78 Marion

RECORD OF Vol. 117 PAGE 1439

CLOSED APR 19 1978

FILE COPY

73-20-14

Form 2 - R of T

Highway Division
File 46914

This relinquishment is made, executed and delivered pursuant to ORS 271.330. The real property hereinafter described is not presently required for state highway or park purposes.

Dated this 24th day of June, 1974.

APPROVED AS TO FORM:

Counsel

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

By
F. B. Klaboe, Administrator and State
Highway Engineer

STATE OF OREGON, County of Marion

June 27, 1974. Personally appeared F. B. Klaboe, who being sworn, stated that he is the Administrator and Highway Engineer for the State of Oregon, Department of Transportation, Highway Division, and that this instrument was voluntarily signed on behalf of the State of Oregon, by authority vested in him by the Oregon Transportation Commission. Before me:

Notary Public for Oregon

My Commission expires Nov. 5, 1974

vc/

EXHIBIT A

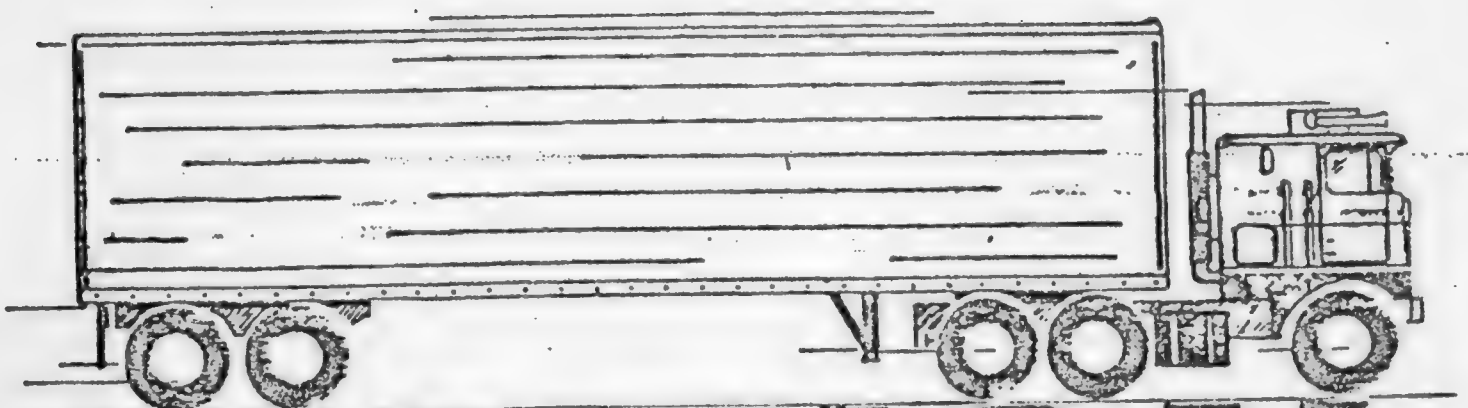
Highway Division
File 46914
State of Oregon, by and
through its Department of
Transportation, Highway
Division
HRS 11-2-73 7B-20-14

Survey Approval Project
Section: Hubbard Interchange-Hayesville Interchange
Highway: Pacific

A parcel of land lying in the Oliver Brisboit D.L.C. No. 67, Township 4 South, Range 1 West, W.M., Marion County, Oregon and being that portion of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 720, Page 45 of Marion County Record of Deeds lying Easterly of a line parallel with and 215 feet Easterly of the center line of the Pacific Highway (formerly Portland - Salem Expressway), which center line is described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 456, Page 258 of Marion County Record of Deeds, containing 20.3 acres, more or less.

vc/cs

WEIGHING TRUCKS IN MOTION



Revised
April 1981

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

NOTED
DWAYNE HOFSTETTER

RECEIVED
OCT 2 6 1981
TRAFFIC ENGINEER

NOTED
T.E. GEORGE

Moderate Speed WIM

Figure 2 shows a typical traffic control plan for a permanent weigh station that has been redesigned to provide for a moderate speed WIM operation. Conventional scale operation control devices such as advance guide signs and gore signing is assumed to remain in place. General design values for the ramp will vary depending on the geometrics of each particular weigh station. Following are some of the design considerations necessary for the installation of WIM scales at permanent weigh stations:

1. Ramp grades should be such that drivers traverse the WIM scale on relatively flat grades and have a clear view of traffic control devices beyond the scale and roadway geometrics in the vicinity of the scale house.
2. It is suggested that a design speed of about 30 miles per hour be used to weigh trucks in motion on ramps and to determine the location of lane designation signals.
3. The length of a ramp leading to a permanent weigh station is one of the critical elements necessary for adapting an existing site to a WIM operation. The deceleration lane and ramp should be of sufficient length to permit adequate time to communicate with drivers and to provide sufficient deceleration distance to avoid backup on the main line. The distance from the gore of the exit ramp to the WIM equipment located in the ramp should be adequate for vehicles to decelerate to 30 miles per hour

Note:

Minimum distances are shown. Ramp distances will have to be lengthened as volumes increase to prevent operational problems.

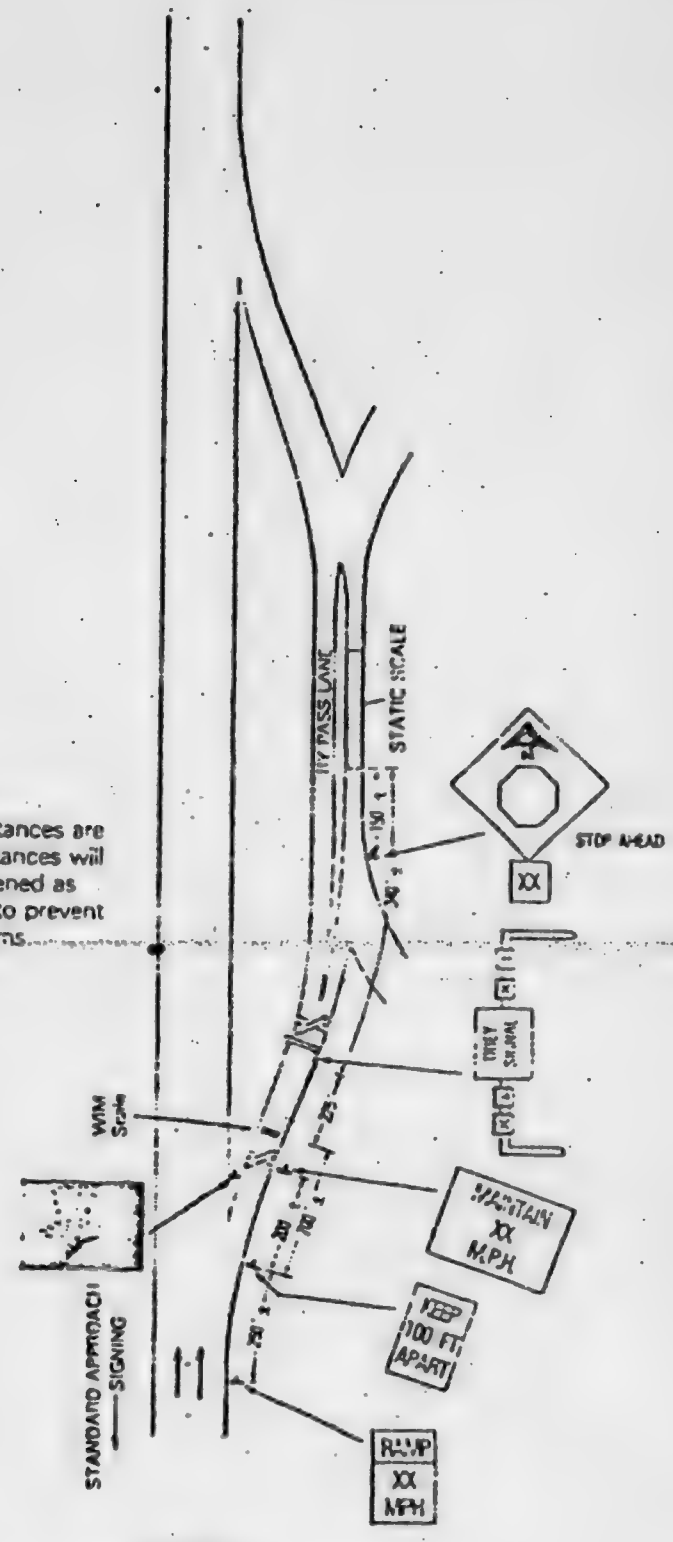


FIGURE 2

TYPICAL TRAFFIC CONTROL APPLICATION

MODERATE SPEED WIM OPERATION

with minimal braking and/or to accommodate a minimum of five trucks with 100-foot headways. The recommended distance of about 700 feet is based on a deceleration rate of 4 feet per second-per second (660 feet) or the length of five trucks (300 feet) plus four 100-foot headways (400 feet).

4. It is desirable that the pavement be two lanes wide between the WIM installation and the static scale. One lane is used as a bypass of the static scale so that legally loaded vehicles can return to the through lanes. Drivers with legal loads should have a clear view of the bypass lane. The other lane accommodates trucks that are directed to the static scales for enforcement weighing.

5. Once a vehicle passes over the WIM scale located in the ramp, lane assignments must be made to either direct a vehicle to bypass the static scales or direct them to the scales for weighing. Assuming a design speed of 30 miles per hour and a perception reaction time of 3.5 seconds after the rear wheels of a 60-foot truck and trailer pass over the WIM scale, a minimum distance of 225 feet is recommended from the WIM scale to the lane designation signals. A 225-foot distance minimizes the possibility that a second truck will enter the area beyond the WIM scale before the first truck passes under the lane designation signal (assuming the 100-foot headways are maintained).

The limited experience to date suggests that drivers react better to the signal if it is presented to each driver from a "no signal" display to a positive indication, even though the signal controller holds the first signal display until the first truck passes.

It is preferable that lane assignments be made by lane-use control signals located approximately over the center of the lanes to be controlled. These lane use control indications should not be less than 15 feet nor more than 19 feet above the pavement grade.

6. The distance from the lane-use control signals to the static weigh station should be adequate for a truck passing under the signal to comfortably decelerate from the assumed speed of 30 miles per hour to a stop condition before going across the scale. Using a deceleration rate of 3 to 6 feet per second requires a minimum distance of 160 feet--with a more desirable distance being about 350 feet.

Two States that use WIM utilize a second set of lane use control signals immediately beyond the scale house, which is common practice at many conventional weigh stations. These signals can benefit a WIM operation by:

a. Reinforcing the first lane-use control signal for legal vehicles, indicating that it is permissible to return to the freeway in the bypass lane.

b. Stopping, through manual actuation, potentially overweight trucks that are using the bypass lane. Stopped trucks can be directed to return to the scale by using the turn around.

7. At permanent weigh stations that have incorporated moderate speed WIM equipment, traffic control must guide the drivers confidently through the station at appropriate speeds with safe headways. A sign opposite the exit gore and 700 feet in advance of the WIM scale, directs the drivers to keep 100 feet apart. About 200 feet closer to the WIM scale a sign advises the driver to maintain the speed that is appropriate for that particular WIM installation. Approximately 50 feet from the WIM scale, pavement edgelines should begin to taperin ward to the edge of the scales to help center the truck laterally in the lane as it passes over the WIM scale.

7105 11-23-82

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. I	ROUTE NO. STATE
I-5, 2.3 mi. N. of Woodburn Intchg. "Woodburn Truck Scales Section"	044	30029	IR-5-5(78)274	5	1

Access Control Full Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 274' min.

Water Development None Recreation & Historical Areas None

Marion (047)

A-95 Review:

State Cl. Ho..... Exempt___ Date Approved 11/19/82

Dist. 3 Cl. Ho. ..... Exempt___ Date Approved_____ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 10/5/82

1-EIS _____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI _____

Notes: (1) Project in Congressional District 2 .

(2) _____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 92,000
92.22%	FF	$ 84,842
	STATE	$ 7,158
	_____	$

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
Attached is a copy of "Authority for Survey" & project map.

JLG:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11/23/82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

PART 1 — PROJECT REQUEST

KEY ID #

SECTION: Woodburn Truck Scales

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1	Pacific Highway	FROM 273.8 TO 274.4	0.6 mi

☐ URBAN ☐ RURAL | CITY | COUNTY: Marion | ROAD/STREET NAME

ROUTE #: I-5 | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$	
TOTAL CONSTRUCTION		$
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	✓
Landscaping		✓
ENVIRONMENTAL CLASS	(1,2,3)	
DESIGN CATEGORY	(1-7)	
WORK TYPE	(1-12)	

RIGHT OF WAY

FILES	(#)	3
ACRES	(#)	5
RELOCATIONS	(#)	No

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR) / | RECOMMENDED FUNDING SOURCE: FAI-4R | RECOMMENDED PROGRAM YEAR: FY 1986 *

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	36,000	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM: Existing N.B. and S.B. truck scales do not have the facilities to adequately handle the volume of truck traffic. Additional facilities are needed to provide permits etc. for trucks entering the system from the north.

* This project has been programmed. It is project No. 252 on the current Six Year Highway Improvement Plan.

PROPOSED SOLUTION: Expand the N.B. scale to provide weigh-in-motion facility. Expand weighing facility of S.B. scale and construct a Port-of-Entry facility.

REQUESTED, REGION ENGINEER X	DATE			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

KEY ID #

REGION 2

SECTION
Woodburn Truck Scales

ENTER: S—STATE E—EXISTING C—CONSULTANT A—APPLICANT N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	No	WETLANDS	No
CITIZEN'S ADVISORY COMM.	No	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	S	SENSITIVE LAND	S
PHOTOGRAMMETRY	No	PROJECT SIGNING	S	IRRIGATION	No	FLOOD PLAIN	No	CULTURAL RESOURCE	No
RECONNAISSANCE SURVEY	No	DETOUR	No	BORROW SOURCE	S	CORPS OF ENGINEERS	No	DEQ INDIRECT SOURCE	No
PUBLIC HEARING	No	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	No	DEQ NON-POINT SOURCE WATER	No
FIELD SURVEY	S	RR CROSSING	No	DISPOSAL SITE	No	STATE LANDS	No	SECTION 106	No
VICINITY MAP	S	RR PROTECTION	No	LOCAL AGREEMENT	No	GEOLOGY AND MINERALS	No	NOISE STUDY	No
SOILS INVESTIGATION	S	RR SEPARATION	No	NAVIGABLE STREAM	No	BUILDING	S	SECTION 4(F)	No
HYDRAULIC STUDY	No	RR ENCROACHMENT	No			SIGNALS	S	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES
Bonneville Power Administration
Portland General Electric
Pacific Northwest Bell Telephon

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
5 Ac.±	No	No	No

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
	S		S		Y	60	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING							No Change										
PROPOSED					4'				*	16'			6'	New Accel. Lane			

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTIN
Class B AC	5"				
CTB	19"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PMT 13-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-23-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(78)274		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Marion
	5. ITEM NO. 30029	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/2/82	Interstate 5	Primary 1

10. GENERAL LOCATION:

Woodburn Truck Scales

11. GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $92,000 F.F $84,842
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/23/82.

RECEIVED
STATE HWY ENGR
DEC 6 '82
REFER TO Mechrens
FOR
Info | Invest | R/D | D/R | Sign | Act | File

D Sign 12/3

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/23/82	D K Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9905

TMT 13-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: November 23, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30029	IR-5-5(78)274	Woodburn Truck Scales #OR 821011-007-2

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9905

FMT 13-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
NOV 22 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.:C. Fredricksc
Dis.(3)Engr.: R.A. Kuehn

CONCLUSIONS

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Woodburn Truck Scales

DATE: November 19, 1982

The State has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of stete government:

☒ may exist.

☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 821011-007-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

11-5-82

Kay L. Wilcox
A-95 Coordinator

BEN GIFFORD

PNRS #3
Revised 8/82

ED

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Management Services Div.
Dept. of Environmental Quality
RECEIVED
OCT 1 1 1982

INTERGOVERNMENTAL RELATIONS DIVISION
NOV 01 1982

PNRS STATE REVIEW

Project #: OR 821011-007-2 Return Date: NOV 05 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

It appears that this project could cause significant noise impacts to homes.

Agency DEQ By [signature]

PNRS #2 Phone Number 229-6085

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

OSDA-BUREAU OF SOIL AND WATER CONSERVATION

OMB PNRS STATE REVIEW

Project #: ~~OR 321011-007-2~~

Return Date: NOV 05 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Marion - Dept of Transportation

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

(X) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please see the attached sheets for additional information. For further assistance, please contact the MARION SWCD.

MARION SWCD
1659 25th St. SE
Salem, OR 97302
Phone: 399-5746

Agency Soil + Water By Charles V. Liledge

PNRS #2 Phone Number 8-3910

Marion Soil and Water Conservation District

1659 25TH S.E. • SALEM, OR 97302 • PHONE 399-5746

November 2, 1982

re: Program Review of DOT Project 821011-007-2 on the expansion of the north and southbound truck scales and weigh-in facilities.

We find the proposed project may have adverse effects on prime and important farmlands. Also, the area is in an EFU zone and we feel that a land use exception needs to be requested from the Marion County Planning Commission. Further, we find that the applicant has not answered questions I A-C, II, and VIII under Additional Information on Page 2 of form PNRS-1.

The soils at the two weighing stations at present are in the Amity and Concord soil series. Expansion away from the freeway (I-5) at each site would involve taking more of the same soils out of farm production. If the northbound facility were expanded southerly, some Woodburn soil would be put under pavement or fenced out of farm use. The soils are shown on the enclosed Sheet Number 8 of the soil survey report of the Marion County Area, Oregon (USDA, Soil Conservation Service).

The Amity (Am) and Woodburn (WuA) soils are in Land Capability Class II and meet the criteria for prime farmland (USDA). Concord (Co) soils are in Class III and are considered to be of statewide importance in agricultural use.

We believe that the removal of prime and important farmland soils from the agricultural base requires more study and consideration than is implied in the terminology of "Categorical Exclusion." We ask if the need to "better accomodate truck weigh-in needs along this stretch of Interstate 5" is of sufficient justification to remove these soils from agricultural production.

CONTINUATION SHEET OR-SOILS-1 12/72 — AMITY SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Moderate	Wetness, percolates slowly	PLAYGROUNDS	1	Moderate	Percolates slowly, wetness, slope
PICNIC AREAS	1	Moderate	Wetness	PATHS AND TRAILS	1	Moderate	Wetness

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Blackberries Tons/A		Bush beans Tons/A		Filberts Tons/A		Pasture AUM/A		Sweet Corn Tons/A		Spring Barley Bu/A		REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IIw	IIw		5		6	1			16		8	80		

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
1	Douglas-fir	149	3w	Slight	Severe	Moderate	Moderate	Severe	Oregon ash Oregon white oak Douglas-fir

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE
1	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPEN LAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Good	Good	Good	Fair	Fair	Good	Poor	Very poor	Good	Good	Very poor	-

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
	1	None				

FOOTNOTES

1/ Based on engineering tests for two profiles Linn County, Nov. 20, 1962 by Oregon State University in cooperation with BIR and Oregon State Highway Dept.

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON — U.S.D.A. SOIL CONSERVATION SERVICE

DATE: November, 1975 AJG — AMITY SERIES — SOILS: 1. *Amity silt loam, 3 to 7% slopes*

The Amity series consists of somewhat poorly drained silt loam over silty clay loam soils formed in mixed old alluvium. They are on broad valley terraces with smooth gently sloping topography. When not cultivated, vegetation consists of grasses, rose bush, and scattered Oregon white oak. Elevations range from 150 to 400 feet. The mean annual precipitation is 40 to 55 inches; the mean annual air temperature is 52 to 54° F.; and the frost-free period is 165 to 210 days.

In a representative profile the surface layer is very dark grayish brown silt loam about 16 inches thick. The subsurface layer is dark gray silt loam about 6 inches thick. The upper subsoil is grayish brown, faintly mottled silty clay loam about 6 inches thick. The lower subsoil is light olive brown, distinctly mottled, silty clay loam, about 7 inches thick. It is underlain by olive brown, silty clay loam or silt loam several feet thick. Depth to bedrock is more than 60 inches.

Permeability is moderately slow. Effective rooting depth is greater than 60 inches. Surface runoff is slow and the hazard of erosion is moderate. The available water capacity is 9 to 12 inches.

Amity soils are important for vegetable crops, small grains, grass seed, hay, and pasture. Other uses include wildlife and recreation. These soils occur in the Willamette Valley Land Resource Area (A2).

(Classification: Argiaquic Xeric Argialbolls, fine silty, mixed, mesic family)

ESTIMATED SOIL PROPERTIES 1/

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-22	Silt loam	ML	A-4	0	100	100	95-100	90-95	30-40	5-10	0.6-2.0	.19-.21	5.6-6.0	Moderate
22-35	Silty clay loam	ML or CL	A-7-6	0	100	100	95-100	95-100	40-45	15-20	0.2-.6	.19-.21	5.1-6.5	Moderate
35-60	Silt loam	ML or CL	A-4	0	100	100	95-100	90-95	30-40	5-10	0.6-2.0	.19-.21	5.1-6.5	Moderate

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS	FLOODING			HIGH WATER TABLE			HYDRO LOGIC GROUP
		STEEL	CONCRETE	K	T		FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
0-22	-	High	Moderate	.??	5	-	None	-	-	0.5-1.5	Apparent	Nov-May	C
22-35	-	High	Low	.43	-		CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS	
35-60	-	High	Low	.55	-		DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS			
							-	-	>60	-	-		

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Percolates slowly, wetness
SEWAGE LAGOONS	1	Severe	Wetness
SANITARY LANDFILL (TRENCH)	1	Severe	Wetness
SANITARY LANDFILL (AREA)	1	Severe	Wetness
DAILY COVER FOR LANDFILL	1	Fair	Too clayey, thin layer
SHALLOW EXCAVATIONS	1	Severe	Wetness
DWELLINGS WITHOUT BASEMENTS	1	Severe	Wetness, low strength
DWELLINGS WITH BASEMENTS	1	Severe	Wetness, low strength
SMALL COMMERCIAL BUILDINGS	1	Severe	Wetness, low strength
LOCAL ROADS AND STREETS	1	Moderate	Shrink-swell, wetness

SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1	Fair	Low strength, shrink-swell, wetness
SAND	1	Unsuited	Excessive fines
GRAVEL	1	Unsuited	Excessive fines
TOPSOIL	1	Good	Favorable
POND RESERVOIR AREA	1	Slight	Favorable
EMBANKMENTS DIKES AND LEVEES	1	Moderate	Low strength, shrink-swell
DRAINAGE	1	Moderate	Percolates slowly, wetness
IRRIGATION	1	Good	Favorable
TERRACES AND DIVERSIONS	1	Moderate	Wetness, erodes easily
GRASSED WATERWAYS	1	Moderate	Wetness, erodes easily

SOIL INTERPRETATIONS FOR OREGON U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 12/11/74 S-T-K Concord SERIES . SOILS: 1. Concord silt loam

The Concord series consists of poorly drained soils formed from silty and clayey mixed alluvium. These soils occupy nearly level to slightly concave terraces and drainageways. Where not cultivated, the vegetation consists of grasses, sedges, wild rose, and Oregon ash. Elevations range from 150 to 400 feet. The mean annual precipitation is about 45 inches; mean annual air temperature is 50 to 54°F. The frost-free period is 165 to 210 days.

The surface layer is a very dark grayish brown and dark brown mottled silt loam about 15 inches thick. The subsoil is a dark gray, grayish brown and a dark grayish silty clay about 14 inches thick. The substratum is a mottled dark grayish brown silt loam.

Permeability of this soil is slow. Runoff is slow to ponded and the erosion hazard is slight. The total available water capacity is 9 to 12 inches. Water-supplying capacity is 20 to 26 inches. Effective rooting depth is greater than 60 inches.

The soil is used mainly for grass seed and cereal grain production and pasture. Another use includes wildlife habitat. These soils occur in the Willamette Valley Resource Area. (A2)

Concord soils are members of the fine, montmorillonitic, mesic family of Typic Ochraqualfs.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE *				* LIQUID LIMIT	* PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	* AASHO		#4	#10	#40	#200						
0-15"	Sil	CL or ML	A-4	0	100	100	95-100	85-95	30-40	5-10	0.6-2.0	0.19-0.21	5.6-6.0	Low
15-29"	Sic	CL	A-7	0	100	100	95-100	80-90	40-50	15-25	0.06-0.2	0.15-0.17	6.1-7.3	High
29-60"	Sil	ML	A-4	0	100	100	95-100	80-90	30-40	5-10	0.6-2.0	0.19-0.21	6.1-7.3	Low

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY STEEL	CORROSIVITY CONCRETE	EROSION FACTORS K	EROSION FACTORS T	WIND EROD. GROUPS	FLOODING FREQUENCY	FLOODING DURATION	FLOODING MONTHS	HIGH WATER TABLE DEPTH (ft.)	HIGH WATER TABLE KIND	HIGH WATER TABLE MONTHS	HYDROLOGIC GROUP
0-15"	--	High	Moderate	--	--	--	None			0-0.5	Apparent	Nov-Apr.	D
15-29"	--	High	Low										
29-60"	--	High	Low										

CEMENTED PAN DEPTH (in.)	CEMENTED PAN HARDNESS	BEDROCK DEPTH (in.)	BEDROCK HARDNESS	FROST ACTION	REMARKS
--		> 60		--	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Percs slowly, wet
SEWAGE LAGOONS	1	Severe	Wet
SANITARY LANDFILL (TRENCH)	1	Severe	Wet
SANITARY LANDFILL (AREA)	1	Severe	Wet
DAILY COVER FOR LANDFILL	1	Poor	Wet
SHALLOW EXCAVATIONS	1	Severe	Too clayey, wet
DWELLINGS WITHOUT BASEMENTS	1	Severe	Shrink-swell, wet
DWELLINGS WITH BASEMENTS	1	Severe	Shrink-swell, wet
SMALL COMMERCIAL BUILDINGS	1	Severe	Shrink-swell, wet
LOCAL ROADS AND STREETS	1	Severe	Shrink-swell, wet

SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1	Poor	Shrink-swell, wet
SAND	1	Unsuited	Excess fines
GRAVEL	1	Unsuited	Excess fines
TOPSOIL	1	Poor	Wet
POND RESERVOIR AREA	1	Slight	Favorable
EMBANKMENTS DIKES AND LEVEES	1	Moderate	Low strength, piping
DRAINAGE	1	Severe	Percs slowly, poor outlets, wet
IRRIGATION	1	Poor	Slow intake, wet
TERRACES AND DIVERSIONS	1	--	Not needed
GRASSED WATERWAYS	1	Moderate	Wet, percolates slowly

CONTINUATION SHEET OR-SOILS-1 12/72 Concord SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Severe	Wet, percs slowly	PLAYGROUNDS	1	Severe	Percs slowly, wet
PICNIC AREAS	1	Severe	Wet	PATHS AND TRAILS	1	Severe	Wet

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Common Ryegrass Pasture for Seed lbs/A		AUM's		Spring Barley Bu/A		Winter Wheat Bu/A		Sweet Corn Tons/A				REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IIIw	IIIw	850		10		50		60			6			

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Fair	Fair	Fair	Fair	Fair	Fair	Good	Good	Fair	Fair	Good	--

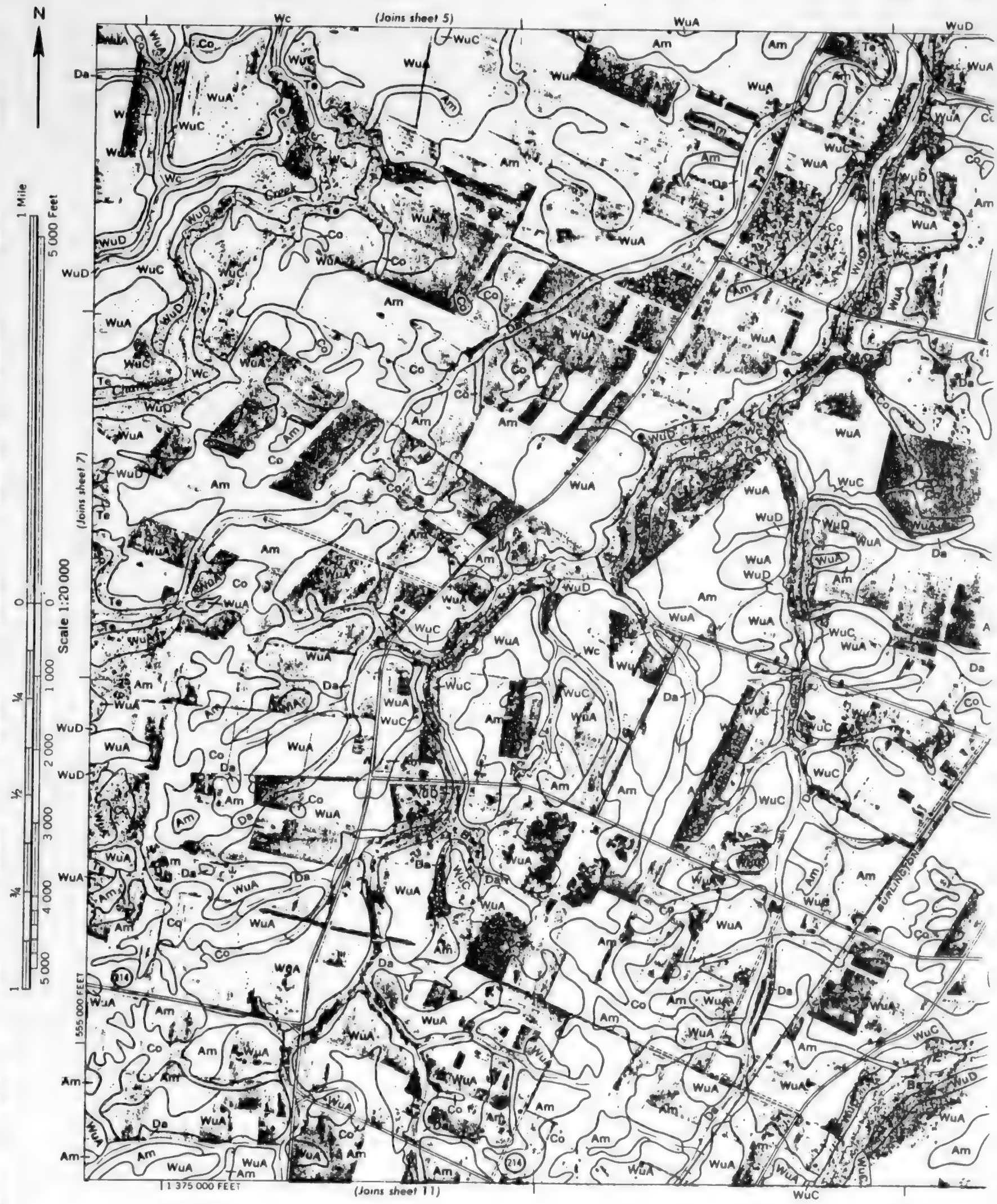
RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
		None				

FOOTNOTES

* Based on engineering test data for 1 profile from Marion County, Oregon

MARION COUNTY AREA, OREG

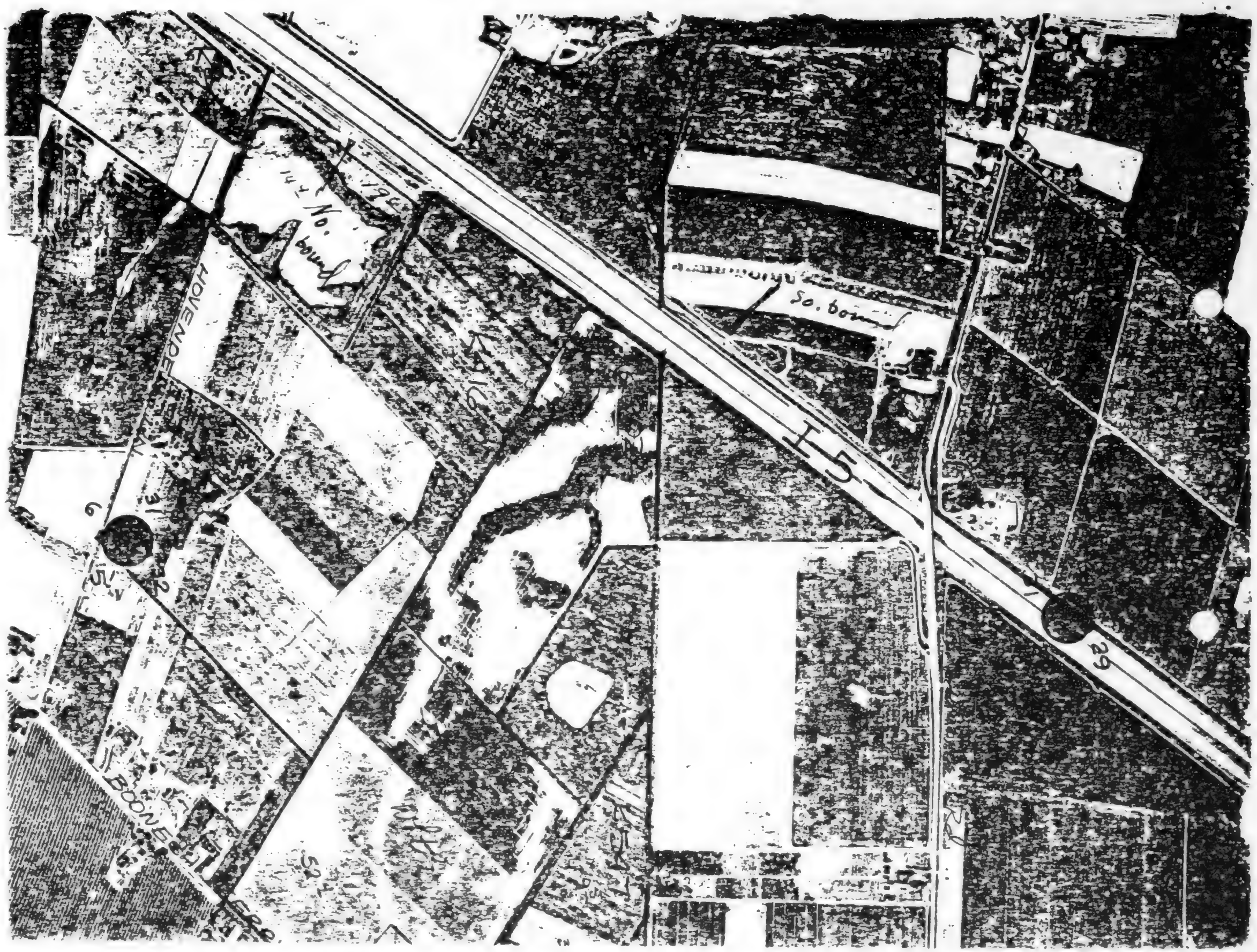


INDEX TO SOIL SURVEY — SHEET NUMBER 8

MARION COUNTY AREA, OREGON NO. 8

Photobase from 1963 aerial photographs. 5,000-foot grid ticks based on Oregon plane coordinate system, north zone 1927 North American datum.

This map is one of a set compiled in 1971 as part of a soil survey by the United States Department of Agriculture Soil Conservation Ser . . and the Oregon Agricultural Experiment Station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29
BOONE TRL

FAT 13-2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE
Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

NOTICE OF CONTINUING INTEREST

MR821011

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Woodburn Truck Scales

PNRS NUMBER: OR821011-007-2

DATE: November 1, 1982

[XX] Please submit additional information to the State Clearinghouse as requested by John Hector, DEQ
(Details attached)

[ ] Please confer with _____
Potential conflicts with this agency's programs have been identified. If a resolution is not achieved, the Clearinghouse will arrange a formal conference. (Details attached)

[ ] The Clearinghouse wishes to arrange a formal conference to explore issues raised. You will be contacted to arrange details.

NOTE: The Clearinghouse will sign off as soon as questions have been answered and/or conflicts resolved.

If no resolution is reached, the Clearinghouse requires submission of the final proposal for review and comment a minimum of 30 days prior to submission to the funding agency. Final comments must accompany the application to the funding agency.

Attachment
cc: Dale E. Wilken
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.: C.O. Fredrickson
Dis.(3)Engr.: R.A. Kuehn

PNRS #4
Revised 2/79

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BEN GIFFORD
TAA

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon 97310
Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
NOV 01 1982

Management Services Div.
Dept. of Environmental Quality
RECEIVED
OCT 14 1982

PNRS STATE REVIEW

Project #: OR 821011-007-2 Return Date: NOV 05 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

It appears that this project could cause significant noise impacts to homes.

Agency DEQ By J. L. Hunter

PNRS #2 Phone Number 229-6085

Part 13-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to File No.:
PRO

Date: October 7, 1982

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
ATTN Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Woodburn Truck Scales
Highway: I-5 Pacific Highway
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be November 15, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
OCT 8 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79				
03	12] APPLICANT ADDRESS STREET: Transportation Building [45	46] CITY: Salem [60		76] ZIP: 97310 [80		
04	12] CONTACT PERSON: D.E. Swan [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6565 [59		
01	12] PROJECT TITLE: Woodburn Truck Scales [71					
11	12] PROJECT LOCATION—CITY: I-5 Pacific Highway	PROJECT LOCATION—COUNTY: Marion	PROJECT LOCATION SEC: T: R: [79			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	12] The proposed project would expand the northbound Woodburn truck scales to provide a weigh-in-motion facility, and expand the southbound weighing [71					
07	12] facility to allow establishment of a Port of Entry. These improvements [71					
08	12] are needed to handle increased truck volumes. [71					
09	12] [71					
10	12] [71					

	AMOUNT REQUESTED—FEDERAL FUNDS	NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19 / 20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	2,766,600 / ----	233,400	----	----	3,000,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

Date: Oct. 7, 1982

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Nov.	15	1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☐

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☐

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☐

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: Oct. 7, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: WOODBURN TRUCK SCALES

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Five acres of abutting agricultural land would be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Lane required for right-of-way is zoned Exclusive Farm Use (EFU). Acquisition may require a land use exception from Marion County.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This project will better accommodate truck weigh-in needs along this stretch of Interstate 5.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None apparent at this time. Farm land taken involves strips bordering the existing facility. This land while productive, is not used for unique or specialty crops. Remaining agricultural land will be unaffected.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

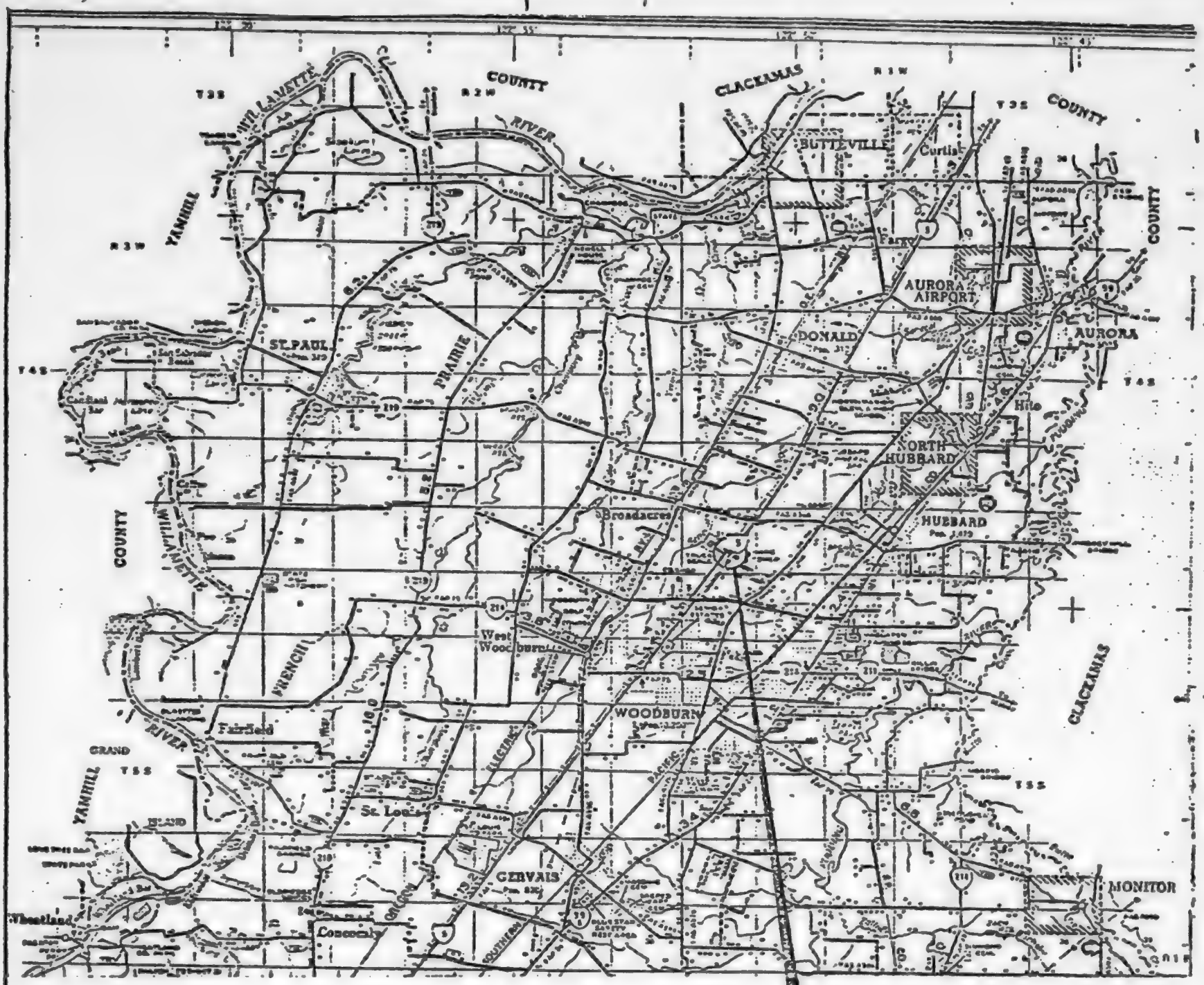
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project will not have a significant impact on the quality of the human environment.

OTHER DOCUMENTATION

A cultural resource survey will be conducted.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Schultz	378-2626	



PROSPECTUS MAP

WOODBURN TRUCK SCALE

PACIFIC HIGHWAY (I-5)
MARION COUNTY

I-5

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Marion County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Woodburn Truck Scale
Pacific Highway (I-5)

REGION
2

SURVEY AUTHORITY #1 | AUTHORIZATION NO. 1 | PREFIX 624-1943 | DATE 9-17-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 19,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		4,500	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		350
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		17,500	921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN		20,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,000	923 ENVIRONMENTAL SECTION		500	950 TRAINING		1,800
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		3,000	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		250	932 RAILROAD & UTILITIES		300			
						TOTALS	$ 92,000	$ 92,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-5-5(78) 274

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for the following work:

a) Expansion of the N.B. scale to provide weigh-in-motion facility.

b) Expansion of the S.B. scale to provide additional weighing facility and a Port-of-Entry facility. This site will require construction of a new acceleration ramp.
Both projects will require additions and/or revisions to illumination, landscaping and signing. About 5 acres of additional R/W is required.

Approved through P.S.E. Doc.

On H.I.P.

PREPARED BY: Don Thurston	DATE: 9-17-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X Norman E. Abrams	DATE: 11/22/82
RECOMMENDED, REGION ENGINEER: X by Rollin O. Stein	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X E. J. Schmitz	DATE: 11-18-82
RECOMMENDED, LOCATION ENGINEER: X Francis E. Peppin	DATE: 11/18/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 12-2-82	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

*

KEY ID #:

SECTION: Woodburn Truck Scales

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
1	Pacific Highway	FROM 273.8 TO 274.4	0.6 mi

☐ URBAN ☐ RURAL | CITY: | COUNTY: Marion | ROAD/STREET NAME:

ROUTE #: I-5 | FEDERAL AID #: | APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$	
TOTAL CONSTRUCTION		$ 3,000
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	✓
Landscaping		✓
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	12

RIGHT OF WAY

FILES	(#)	3
ACRES	(#)	5
RELOCATIONS	(#)	No

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAI-4R	FY 1986 *

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	36,000	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM: Existing N.B. and S.B. truck scales do not have the facilities to adequately handle the volume of truck traffic. Additional facilities are needed to provide permits etc. for trucks entering the system from the north.

* This project has been programmed. It is project No. 252 on the current Six Year Highway Improvement Plan.

PROPOSED SOLUTION

Expand the N.B. scale to provide weigh-in-motion facility. Expand weighing facility of S.B. scale and construct a Port-of-Entry facility.

REQUESTED, REGION ENGINEER X On 32-97 HIP	DATE			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Woodburn Truck Scales

REGION: 2

ENTER: S—STATE E—EXISTING C—CONSULTANT N—NO A—APPLICANT

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	No	WETLANDS	No
CITIZEN'S ADVISORY COMM.	No	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	S	SENSITIVE LAND	S
PHOTOGRAMMETRY	No	PROJECT SIGNING	S	IRRIGATION	No	FLOOD PLAIN	No	CULTURAL RESOURCE	No
RECONNAISSANCE SURVEY	No	DETOUR	No	BORROW SOURCE	S	CORPS OF ENGINEERS	No	DEQ INDIRECT SOURCE	No
PUBLIC HEARING	No	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	No	DEQ NON-POINT SOURCE WATER	No
FIELD SURVEY	S	RR CROSSING	No	DISPOSAL SITE	No	STATE LANDS	No	SECTION 106	No
VICINITY MAP	S	RR PROTECTION	No	LOCAL AGREEMENT	No	GEOLOGY AND MINERALS	No	NOISE STUDY	No
SOILS INVESTIGATION	S	RR SEPARATION	No	NAVIGABLE STREAM	No	BUILDING	S	SECTION 4(F)	No
HYDRAULIC STUDY	No	RR ENCROACHMENT	No			SIGNALS	S	OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES

Bonneville Power Administration
Portland General Electric
Pacific Northwest Bell Telephone

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
5 Ac.±	No	No	No

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
	S		S		Y	70	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING							No Change										
					4'					16'			6'	New Accel. Lane			
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class B AC	5"				
CTB	19"				

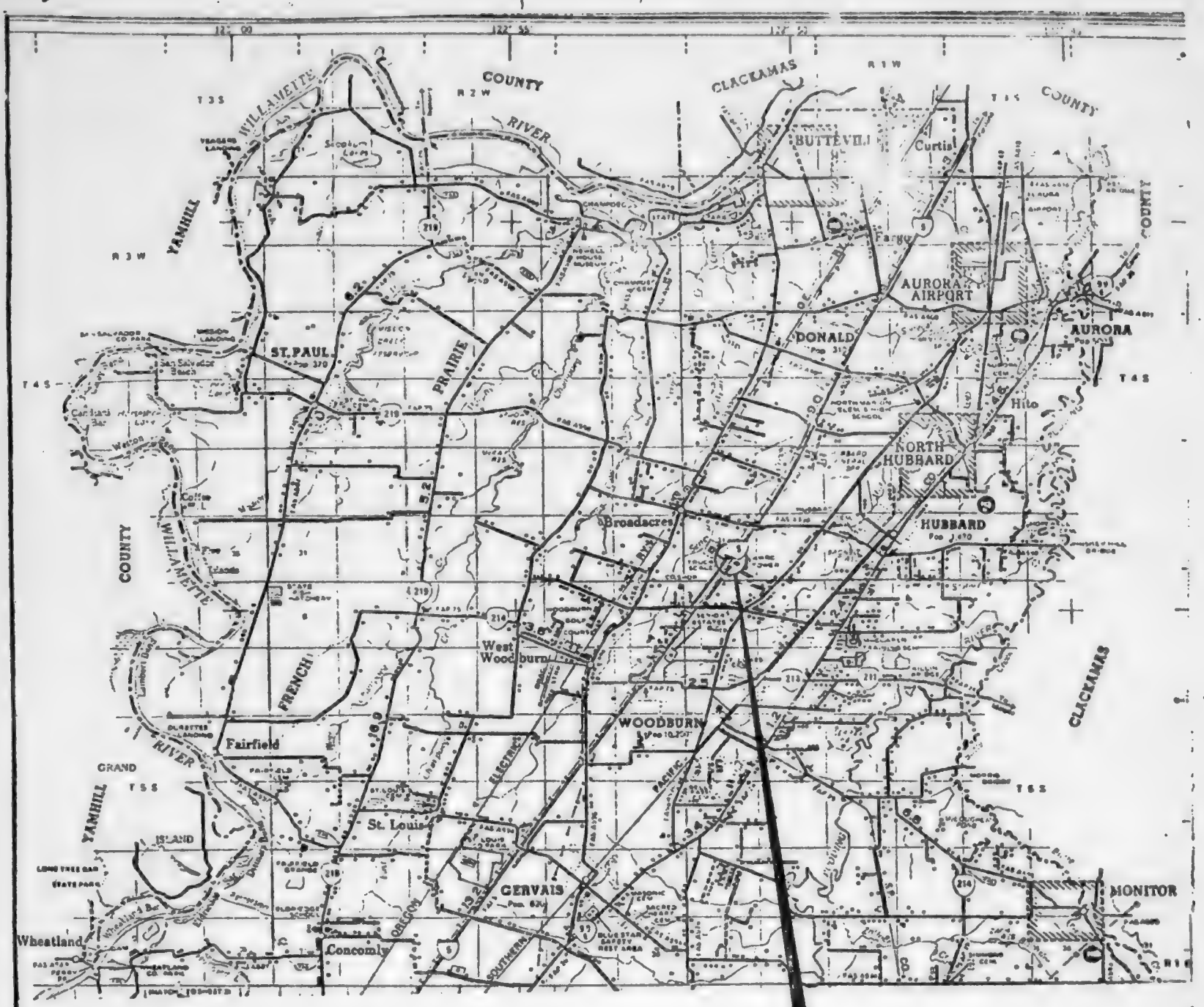
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 11/18/82



PROSPECTUS MAP

WOODBURN TRUCK SCALE

PACIFIC HIGHWAY (I-5)
MARION COUNTY

1985 SE 82nd Ave.-Clackamas Hwy. 9906
Sec, E. Ptld Fwy. SE of Ptld.
(gr, pav, soundwalls, sign, ill.)

9906

April 20, 1988

CON 5 - #9906

Fidelity and Deposit Co. of Maryland
P. O. Box 489
Portland, OR 97207

On May 26, 1987, we notified you that the final payment would be released after June 1, 1987, on Contract No. 9906 with Columbia Pacific Construction Co., for work on the S.E. 82nd Avenue-Clackamas Highway Section of the East Portland Freeway in Clackamas County.

Our Accounting office has now notified us that the final payment on that contract was $3,733.21 and the final contract amount was $964,758.08 including $27,216.32 for work performed under force account.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

9906

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

January 5, 1988

Robert N. Bothman, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Columbia Pacific Construction v. State of Oregon

Dear Mr. Bothman:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include the State of Oregon Department of Transportation. This matter concerns OSHD Contract No. 9906, S.E. 82nd Avenue - Clackamas Highway Section.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

cc: O. B. Jackmond (w/copy of complaint)
Jack L. Sollis (w/copy of complaint)

6051T

RECEIVED
DOT DIRECTOR
REFER TO
Cloran
JAN 06 1988
FOR

RECEIVED
STATE HWY ENGR
JAN 7 '88
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

done
cys: Schwartz
Nearoll

ic cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/25/87	Michael E. Cribb, Highway Engineer Trainee	IR-205-7(98)303

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/7/85	5/19/87	127 %	150 C.W.D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. 82ND AVE. - CLACKAMAS HIGHWAY
EAST PORTLAND FREEWAY
Grading, Paving, Signing, Illumination, Landscaping & Soundwalls

The project involves the construction of an auxiliary lane on southbound I-205 in order to remove the lane-drop which exists on I-205 at the Clackamas Highway interchange.

The contract was awarded to Columbia Pacific Construction Co. on November 15, 1984. Work began on December 6, 1984 and was completed on November 7, 1985. The contractor exceeded the contract time of 150 calendar work days by 41 days. A 20 day time extension was granted and liquidated damages were charged against 21 days.

The final construction cost exceeded the original authorization of $1,106,511 by two percent.

The contract work has been satisfactorily completed and acceptance is recommended.

- MEC -

NOTED
W. E. SCHWARTZ 12/16

RECEIVED
STATE HWY ENGR
DEC 8 '87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Michael E. Cribb		SIGNATURE: [signature]	
TITLE: Highway Engineer Trainee	DATE: 12-4-87	TITLE: District Engineer A	DATE: 12-7-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

September 22, 1987

CON 5 - #9906

Stafford, Frey & Mertel
Attorneys at Law
1700 Benjamin Franklin Plaza
One SW Columbia
Portland, OR 97258-2097

Attention: John Spencer Stewart

This is in response to your letter of September 10, 1987, with attached Notice of Claim dated August 7, 1987, from Frady Construction Company in the amount of $19,573.75.

Under Oregon law, claimants can file claims against prime contractors. (See attached Chapter 526.) The State also takes no position with validity of the claims filed. This is simply a filing procedure as outlined in the law.

If you have any questions, please call me at 378-6526.

Fran Neavoll
COMMISSION SERVICES

Attachment

LAW OFFICES

Stafford, Frey & Mertel

1700 BENJAMIN FRANKLIN PLAZA
ONE S.W. COLUMBIA
PORTLAND, OREGON 97258
(503) 221-0699
TELECOPIER: 223-5706

SEATTLE OFFICE
WATERMARK TOWER, SUITE 500
88 SPRING STREET
SEATTLE, WASHINGTON 98104
(206) 623-9900
TELEX: 4979210
TELECOPIER: 624-6885

ANCHORAGE OFFICE
1029 WEST THIRD AVENUE, SUITE 500
ANCHORAGE, ALASKA 99501
(907) 274-1151
TELECOPIER: 274-1417

RONALD SCOTT BEMIS
ROMNEY R. BRAIN
JOHN BUDLONG
HOWARD W. CARSMAN††
JEFFREY A. CHRISTIANSON
H. LEE COOK**
JOHN G. COOPER
A. RICHARD DYKSTRA***
THOMAS D. FREY
KENNETH HOBBS***
DIANE J. KERO

TEENA M. KILLIAN
STEPHEN P. LARSON
DIANE GEIGER LIBBY
RUTH M. MAHAN
CHARLES W. MERTEL
MARCUS B. NASH
WILLIAM L. NEAL
WILLIAM G. ROYCE *
RUELL A. SEARSON
JAN D. SOKOL**
SHANNON STAFFORD, P.S.
JOHN SPENCER STEWART†
PHILLIP L. THOM
DAVID R. TRACHTENBERG†

OF COUNSEL
DAVID E. HARTMAN
DOUGLAS K. HAUGHTON
JON R. HUNT

WASHINGTON BAR
* ALASKA BAR
** OREGON BAR
*** ALASKA-WASHINGTON BAR
† OREGON-WASHINGTON BAR
†† IDAHO-OREGON BAR

September 10, 1987

Oregon Department of Transportation
121 Transportation Building
Salem, OR 97310

RE: Columbia Pacific Construction Co.
82nd Avenue - Clackamas Highway
Contract No. 9906

Gentlemen:

We are attorneys for Columbia Pacific Construction Company in connection with the above matter and enclose herewith a copy of Notice of Claim made by a subcontractor of our client in connection with the above procurement.

We herewith tender both for defense and indemnity this claim, it being understood that this is strictly a pass-through claim based upon differing quantities with respect to the project, encountered by our subcontractor, Frady Construction Company. We take no position with respect to the validity of the claim and will appreciate your prompt advise.

Very truly yours,

STAFFORD, FREY & MERTEL

John Spencer Stewart

cc: Columbia Pacific Construction

RECEIVED
SEP 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

DATED: August 7, 1987

TO: Secretary of State
State of Oregon
Public Records Section
143 Capitol Building
Salem, Oregon 97310

TO: Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS GIVEN that the undersigned FRADY CONSTRUCTION CO. has a claim for labor, equipment and material furnished and provided to COLUMBIA PACIFIC CONSTRUCTION CO. in the sum of $19,573.75 against the bond taken from Fidelity and Deposit Company of Maryland for road construction on project known as S.E. 82nd Ave.-Clackamas Highway, East Portland Freeway, Contract No. 9906. Such labor, equipment and material was supplied to COLUMBIA PACIFIC CONSTRUCTION CO.

FRADY CONSTRUCTION CO.

By: _____
James P. Frady, President
1437 S.E. 40th
Portland, Oregon 97214

cc: Fidelity and Deposit Corporation of Maryland
P. O. Box 489
Portland, Oregon 97201

Fidelity and Deposit Corporation of Maryland
Head Office
P. O. Box 1227
Baltimore, Maryland 21203

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, Oregon 97034

RECEIVED
SEP 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9906

August 19, 1987

CON 5 - #9906

Kobin & Kobin
Attorneys at Law
610 SW Alder Street
Portland, OR 97205

Attention: Charles L. Kobin

We have received your letter dated August 14, 1987, addressed to the Secretary of State with attached Notice of Claim from Frady Construction Co., filed against the following Highway Division contract:

FILED BY:	Frady Construction Co.
AMOUNT:	$19,573.75
FOR:	Labor, equipment and material
AGAINST (PRIME CONTRACTOR):	Columbia Pacific Construction Co.
CONTRACT NO.:	9906
PROJECT:	S.E. 82nd Avenue-Clackamas Highway Section, East Portland Freeway, Clackamas County
SURETY:	Fidelity & Deposit Co. of Maryland
AGENT:	Rollins Burdick Hunter of Oregon, Inc.

Please advise this office when your client's claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co. of Maryland
P.O. Box 489
Portland, OR 97207

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 21203

bc: Bryant Jackmond

FKN:cc

NOTED ON CARD
8-19-87cc

NORMAN B. KOBIN
CHARLES L. KOBIN

KOBIN & KOBIN
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE (503) 222-3184

SCHWAB, HILTON & HOWARD
OF COUNSEL

LEO LEVENSON
OF COUNSEL
(1903-1981)

August 14, 1987

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Public Records Section
143 Capitol Bldg.
Salem, Oregon 97310

Oregon Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: Frady Construction Co. -
Columbia Pacific Construction Co.
Project: 82nd Avenue - Clackamas Hwy.
Contract No. CO9906

Gentlemen:

Enclosed, for filing, Notice of Claim of Frady Construction Co. on the above-referenced project.

Very truly yours,

KOBIN & KOBIN

Charles L. Kobin

CLK:mw
Enc:

cc: Fidelity and Deposit Corporation of Maryland
P.O. Box 489
Portland, Oregon 97201

Fidelity and Deposit Corporation of Maryland
Head Office
P.O. Box 1227
Baltimore, Maryland 21203

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, Oregon 97034

RECEIVED
AUG 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9906

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9906

TO: Commission Services

DATE: May 19, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9906 , On Site Work Substantially Completed November 7, 1985
All Work Completed	June 26, 1986
Project	S.E. 82nd Avenue-Clackamas Highway
Highway	East Portland Freeway
County	Clackamas
Type of Work	Grade, Pave, Sign, Soundwalls, Illum. and Landscape
Contractor	Columbia Pacific Construction Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-26-87 - Surety letter written.

RECEIVED
MAY 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION)	S.E. 82nd Ave. - Clackamas Highway
HIGHWAY	East Portland Freeway
COUNTY	Clackamas
CONTRACTOR	Columbia Pacific Constr. Co.
KIND OF WORK	Grade, Pave, Signs, Illum., Sound Wall, Lndscp.
WEEK ENDING	07-24-86
CONTRACT NO	9906
F A PROJECT NO	IR 205 - 7(98) 303
DATE OF AWARD	11-15-84
FIRST NOTIFICATION DATE	12-6-84
ESTIMATED DATE OF COMPLETION, OR	
SECOND NOTIFICATION DATE AND	11-7-85
ESTIMATED SEMIFINAL SUBMITTAL DATE	Aug. 15, 1986
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED	100%

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 1,106,512.41
ESTIMATED PROJECT COST	$ 1,115,573.00
ESTIMATED PERCENT OVERRUN/UNDERRUN	0.8%

ENGINEERING

AUTHORIZATION	$ 87,741.00
COST THIS WEEK	$ 0.00
TOTAL TO DATE	$ 142,910.00
PERCENT OF AUTHORIZATION	162 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	16,006 cy	7,415 tn	4,400 tn			
EST. CORRECTED QUANTITIES	13,000 cy	7,570 tn	5,027 tn			
EST. PERFORMED TO DATE	13,000 cy	7,570 tn	5,027 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

No contractor activity for week: July 18 - July 24, 1986.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Work on Semifinal estimate data.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Earl Mershon

Earl Mershon

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

May 16, 1986

CON 5 - #9906

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Thank you for your letter of April 24, 1986, releasing the claim dated November 1, 1985, in the amount of $1,764.53 including liquidated damages of $172.91 and interest of $69.97 against Contract No. 9906.

You state this is in reference to the Columbia Pacific Construction Company Contract No. 9906 for work on S.E. 82nd Avenue-Clackamas Highway Section of the East Portland Freeway in Clackamas County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

Fidelity & Deposit Co. of Maryland
Portland Branch Office
P.O. Box 489
Portland, OR 97207

bc: Secretary of State Filed: 12-9-8CL 1985

bbc: Bryant Jackmond

FKN:cb

NOTED ON CARD
5/16/86 CB

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

The OREGON LABORERS-EMPLOYERS TRUST FUNDS hereby releases the claim for fringe benefits dated November 1, 1985 in the sum of One Thousand Seven Hundred Sixty Four and 53/100 Dollars (1,764.53), which includes liquidated damages of $172.91 and interest in the amount of $69.97 against Bond No. (unknown) issued on (unknown) which Columbia Pacific Construction is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and (unknown) is the surety, for that project known as OSHD #9906 - S.E. 82nd Ave. - Clackamas Hwy.

DATED: April 24, 1986

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By Fred A. Hughes

Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State
Columbia Pacific Construction
Walt's Concrete

January 16, 1986

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

CON 5

Re: Time Extension Request
SE 82nd Ave.-Clackamas Hwy.
Contract No. 9906
FAP No. IR-205-7(98)303

Your third request for additional contract time has been carefully reviewed. You have requested an additional 50 calendar work days due to work done under Price Agreement No. 2 and other changes.

The project records indicate that on August 15, 1985, all contract work except sign illumination and cleanup was completed. The sign luminaires were not ordered by your subcontractor until July 16, 1985, and did not arrive at the jobsite until early September. The sign luminaires were installed on September 5, 1985, and contract time was stopped on that date. The sign illumination work was not delayed by Price Agreement No. 2 work, nor by any other changed work. The sign illumination could have been installed before August 15, 1985.

Timely acquisition and delivery of materials is a contractor responsibility and is not a valid reason for adjustment of contract time. Your request must be denied. There remains 21 calendar workdays of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contract Project Manager Earl Mershon.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Earl Mershon w/att.
TE/253

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 14, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SE 82nd Avenue-Clackamas Highway
East Portland Freeway
Contract 9906

1-15-86
W. E. Schwartz -
I do not agree with Region. P.A. #2 may have used up some "float" time, but all liquidated damages accrued solely due to the late ordering and delivery of contract required sign luminaires. Added work - like P.A. #2 - is not a reason for time extension unless it actually delay project completion. This request should be denied.
O. B. Jackmond

Attached is a time extension request from the contractor and a letter of explanation and a recommendation by the project manager.

The contract time on this project was 150 calendar workdays. The count began November 29, 1984, ended November 30, 1984, and resumed March 1, 1985. The 150 calendar workday would have been complete on July 26, 1985.

There have been two adjusted contract time requests for this project. Six days were granted for the first request because of a partial shut-down order for general excavation. In the second request, fourteen days were granted for delay in processing of shop drawings. These adjustments extended the contract time to August 15, 1985.

Work was completed and contract time stopped on September 5, 1985. This resulted in twenty-one days of liquidated damages. Columbia Pacific Construction Company has requested an additional fifty calendar workdays in this latest request (December 17, 1985). The project manager has justified twenty-one days for extra time required as a result of Price Agreement No. 2.

This project was sent from the location phase to design in Salem with the extra lane widening as asphaltic concrete, and no particular staging set up. In the Design Section, the extra lane was changed to PCC, but no staging for traffic using the lane set up, and no restrictions was made as to length of time the lane could be closed. In conjunction with our Traffic Section, Price Agreement No. 2 was written, which specified staging construction and traffic so no lane closure was necessary.

I agree with Earl Mershon's analysis, that the project was delayed at least twenty-one days due to this staging, and recommend the contractor be granted a twenty-one day extension.

RECEIVED
JAN 13 1986
SECTION

MC/cy
Attachments

cc Earl Mershon

01-128-1987

9906

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-205-7(98)303

Contract 9906, Work Completed November 7, 1985

Project SE 82nd Ave.-Clackamas Highway

Highway East Portland Freeway

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 11, 1985

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENG
DEC 31 '85
REFER TO
Info Invest File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

4106 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-205-7(98)303

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40167

2A. COUNTY NAME: Clackamas

6. TO

12-18-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
January 24, 1985	Interstate 205	Primary 64

10. GENERAL LOCATION:

S. E. 82nd Avenue - Clackamas Highway Section

11. GENERAL DESCRIPTION OF WORK

Temporary Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1-24-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,600;
Federal Funds $1,475.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/18/85	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-205-7(98)303
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40167

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE: April 19, 1985
8. FEDERAL ROUTE NUMBER: Interstate 205
9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:
S. E. 82nd Avenue - Clackamas Highway Section

11. GENERAL DESCRIPTION OF WORK
Installation of temporary warning signs.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4-19-85 as requested in Mr. Fredrickson's letter of 12-12-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $600;
Federal Funds $553.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/18/85	D. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1985-0205

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 27, 1985

FILED
DEC 09 1985
BARBARA ROBERTS
SECRETARY OF STATE

CON 5
#9906

IN REPLY REFER TO FILE NO.:

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred Hughes
Trust Coordinator

This will acknowledge your Revised Notice of Claim dated November 20, 1985, concerning the following Highway Division contract. As indicated on the phone, a portion of the claim filed on November 1, 1985, in the amount of $1,764.53 has been paid and this claim filing indicates the total amount due:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$407.64 which includes liquidated damages of $156.50 and interest of $75.76
FOR:	Fringe benefits due employees of Shur-Way Contractors, working under jurisdiction of Oregon, Southern Idaho and Wyoming District Council of Laborers
AGAINST (Prime Contractor):	Columbia Pacific Construction Co.
CONTRACT NO.:	9906
PROJECT:	SE 82nd Avenue-Clackamas Highway Section, East Portland Freeway, Clackamas County
SURETY:	Fidelity and Deposit Co. of Maryland
AGENT:	Rollins Burdick Hunter of Oregon, Inc.

NOTED ON CARD
3-3-86 cc

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the remaining portion of the claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co.
of Maryland
Suite 1201, Lloyd 500 Bldg.
500 N.E. Multnomah
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc Bryant Jackmond

COPY

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

REVISED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS revises their claim for fringe benefits due to the employees of Shur-Way Contractors, dated November 1, 1985, to Four Hundred Seven and 64/100 Dollars ($407.64), which includes liquidated damages of $156.50 and interest in the amount of $75.76 against Bond No. (unknown) issued on (unknown) which Columbia Pacific Construction is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and (unknown) is the surety, for that project known as OSHD #9906 - S.E. 82nd Ave. - Clackamas Hwy.

DATED: November 20, 1985

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By _____
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State

RECEIVED
NOV [illegible], 1985
COMMISSION SERVICES

CL 1985-0205

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 09 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

CON 5
#9906

IN REPLY REFER TO FILE NO.:

Attention: Fred A. Hughes
Trust Coordinator

This will acknowledge the Notice of Claim dated November 1, 1985, concerning the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$1,764.53, including liquidated damages and interest
FOR:	Fringe benefits due employees of Shur-Way Contractors, working under jurisdiction of Oregon, Southern Idaho & Wyoming District Council of Laborers
AGAINST (Prime contractor):	Columbia Pacific Construction Co.
CONTRACT NO.:	9906
PROJECT:	S.E. 82nd Avenue-Clackamas Highway Section, East Portland Freeway, Clackamas County
SURETY:	Fidelity & Deposit Co. of Maryland
AGENT:	Rollins Burdick Hunter of Oregon, Inc.

NOTED ON CARD
3-3-86 cc

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Bldg.
500 N.E. Multnomah
Portland, OR 97232

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Shur-Way Contractors, working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of One Thousand Seven Hundred Sixty Four and 53/100 Dollars ($1,764.53), which includes liquidated damages of $172.91 and interest in the amount of $69.97 against Bond No. (unknown) issued on (unknown) which Columbia Pacific Construction is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and (unknown) is the surety, for that project known as OSHD #9906 - S.E. 82nd Ave. - Clackamas Hwy.

DATED: November 1, 1985

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By _____
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9906

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

October 16, 1985

In Reply Refer to File No.:

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

CON 5

Re: Contract Time
S.E. 82nd. Ave. Clackamas Highway
Contract No. 9906
FAP No. IR-205-7(98)303

Our October 7 letter in response to your request for additional contract time failed to recognize a prior contract time adjustment of 6 calendar workdays granted in April, 1985.

Therefore, the adjusted contract time of completion of this project is 170 calendar workdays. There remains 15 days of liquidated damages under this contract.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

OBJ:f

cc: W. E. Schwartz

RECEIVED
STAT. HWY ENGR
OCT 17 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

734-2023 (2-85)

1006

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-44	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Clackamas
MODIFICATION NUMBER 1	10-1-05	Project Number: IR-205-7(98)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 29, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,106,511.00	$ 1,145,812.00 (1,145,832.00)
Federal funds	$ 1,020,424.00	$ 1,056,685.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: L. W. Rullen, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 10 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 12, 1985

FEDERAL AID PROJECT NO. IR-205-7(98)303

S.E. 82nd Avenue - Clackamas Highway
East Portland Freeway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
Roadway (Sta. 504+00.74 to Sta. 543+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 17.00	409	$ 6,953.00	796.7	$ 13,526.90
Class "C" Asphalt in Mixture	182.00	264	48,048.00	270.24	49,271.77
Precast Concrete Pilasters	15.50	3,300	51,150.00	3,686.75	57,144.63
Keep Traffic on "CA" Ramp (PA #2A)					10,145.00
Reimburse Contractor for Flagger Hours (F.A.)					10,113.75
Relocate Illum. Conduit and Wiring (F.A.)					5,270.74
			$106,151.00		$145,472.79

Increase	$ 39,321.79
Subtotal from Estimate of November 26, 1984	948,450.00
Subtotal	$ 987,771.79
Engineering	128,040.21
Total	$1,115,812.00

Length of Project ---------- 0.74 mi.
Cost of Roadway Per Mile ---------- $1,507,854.05

TYPE CODE Y030
Illumination

Pole Foundations	Lump Sum	All	Lump Sum	$ 7,500.00
Switching, Conduit, Wiring Etc.	Lump Sum	All	Lump Sum	8,500.00
			Subtotal	$ 16,000.00
			Engineering	2,160.00
			Total	$ 18,160.00

TYPE CODE Y003
Landscaping

Furnishing & Planting				
Shrubs	Each	840	10.00	$ 8,400.00
Bark Mulch	Unit	7	150.00	1,050.00
				$ 9,450.00

ANTICIPATED ITEMS

Adjust Irrigation System	All Required	$ 1,000.00
	Subtotal	$ 10,450.00
	Engineering	1,410.00
	Total	$ 11,860.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,115,812.00	$1,029,001.00	$86,811.00
Illumination	18,160.00	16,747.00	1,413.00
Landscaping	11,860.00	10,937.00	923.00
TOTAL	$1,145,832.00	$1,056,685.00	$89,147.00

Group 1: 100%
Contract No. 9906
Prefix: 603-1943 P.E.
Prefix: C09906 Construction

RLC

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration — FEDERAL-AID PROJECT AGREEMENT	STATE
11-349		Oregon
		COUNTY Clackamas
		PROJECT NO. IR-205-7(98)303

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SE 82nd Avenue-Clackamas Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-84	0.74
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,106,511.00	$ 1,020,424.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 11/29/84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 26, 1984

FEDERAL AID PROJECT NO. IR-205-7(98)303

S.E. 82ND AVE.-CLACKAMAS HWY. SECTION
EAST PORTLAND FREEWAY
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (Sta. 504+00.74 to Sta. 543+50.00)

Mobilization	Lump Sum	All	Lump Sum	$ 47,130.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	409	17.00	6,953.00
Temporary Barricades	Each	17	80.00	1,360.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	538	18.00	9,684.00
Temporary Traffic Safety Markers	Each	84	50.00	4,200.00
Flaggers	Hour	500	15.00	7,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	8,000.00
General Excavation	Cu. Yd.	16,006	6.30	100,837.80
Cold Plane Pavement Removal	Sq. Yd.	722	4.50	3,249.00
Trench Excavation	Cu. Yd.	400	5.50	2,200.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	7,000.00
Furnish and Place Topsoil	Cu. Yd.	60	23.00	1,380.00
Treated Base Mixture	Ton	7,415	12.20	90,463.00
Cement in Treated Base Mixture	Ton	409	70.00	28,630.00
Aggregate Shoulders	Ton	5,276	7.00	36,932.00
Class "C" Asphalt Concrete Mixture	Ton	4,400	17.70	77,880.00
Asphalt Cement in Mixture	Ton	264	182.00	48,048.00
Hydrated Lime in Mixture	Ton	52	1.00	52.00
Asphalt in Tack Coat	Ton	12	329.00	3,948.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	5,099	30.00	152,970.00
6-inch Culvert Pipe	Lin. Ft.	18	8.00	144.00
18-inch Culvert Pipe	Lin. Ft.	6	28.00	168.00
15-inch Storm Sewer Pipe	Lin. Ft.	868	13.00	11,284.00
Concrete Inlets, Type B	Each	2	500.00	1,000.00
Concrete Inlets, Type G-2MA	Each	2	500.00	1,000.00
Concrete Barrier	Lin. Ft.	788	10.00	7,880.00

Paved Culvert End Slopes	Sq. Ft.	81	12.00	972.00
Wall Excavation	Cu. Yd.	500	12.60	6,300.00
Precast Concrete Panels	Sq. Ft.	32,300	5.40	174,420.00
Precast Concrete Pilasters	Lin. Ft.	3,300	15.50	51,150.00
Pilaster Footings	Lin. Ft.	1,075	17.00	18,275.00
Removal of Existing Sign Installation	Lump Sum	All	Lump Sum	350.00
Wood Sign Posts	Lump Sum	All	Lump Sum	550.00
Sign Support Footings	Lump Sum	All	Lump Sum	4,800.00
Cantilever Sign Structure, Sta. 509+25 S.B.	Lump Sum	All	Lump Sum	9,000.00
Type "AA" Signs in Place	Sq. Ft.	173	21.00	3,633.00
Type "C" Signs in Place	Sq. Ft.	32	9.00	288.00
Type "D" Signs in Place	Sq. Ft.	130	13.00	1,690.00
Type "R" Signs in Place	Sq. Ft.	23	10.00	230.00
Move and Modify Existing Signs	Lump Sum	All	Lump Sum	2,400.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	5,500.00
				$ 944,450.80

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required		$ 3,000.00
Roadside Seeding & Mulching	All Required		1,000.00
	SUBTOTAL		$ 948,450.80
	Engineering		128,040.20
	TOTAL		$1,076,491.00

Length of Project ---------- 0.74 mi.
Cost of Roadway Per Mile --------- $1,454,717.57

TYPE CODE Y030
ILLUMINATION

Pole Foundations	Lump Sum	All	Lump Sum	$ 7,500.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	8,500.00
		SUBTOTAL		$ 16,000.00
		Engineering		2,160.00
		TOTAL		$ 18,160.00

TYPE CODE Y003
LANDSCAPING

Furnishing & Planting Shrubs	Each	840	10.00	$ 8,400.00
Bark Mulch	Unit	7	150.00	1,050.00
				$ 9,450.00

ANTICIPATED ITEMS

Adjust Irrigation System	All Required	$ 1,000.00
	SUBTOTAL	$ 10,450.00
	Engineering	1,410.00
	TOTAL	$ 11,860.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,076,491.00	$ 992,740.00	$83,751.00
Illumination	18,160.00	16,747.00	1,413.00
Landscaping	11,860.00	10,937.00	923.00
TOTAL	$1,106,511.00	$1,020,424.00	$86,087.00

Group 1: 100%
Contract No. 9906
Prefix: 603-1943 P.E.
Prefix: 603-1072 Construction

RDS:pf me

9906

October 7, 1985

Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, Oregon 97034

CON 5

Time Extension Request
SE 82nd Ave.-Clackamas Highway
Contract No. 9906
FAP No. IR-205-7(98)303

Your request for an additional 58 calendar days of contract time in which to complete the above project has been carefully reviewed. Your request is based upon a late return of certain shop drawings.

A review of project records indicates that these drawings were received by the State on April 17, 1985 and returned to you on May 22, 1985, an elapsed period of 35 days. Section 105.02 of the contract Standard Specifications provides that shop drawings will be returned within 21 days. Therefore, a contract time adjustment of an additional 14 calendar workdays is granted.

The adjusted contract time of completion of this contract is 164 calendar workdays. There remain 21 days of liquidated damages under this contract.

I call to your attention the provisions of Section 108.08 and 108.09 of the contract Standard Specifications which require timely notice of protest of contract time charges. It doesn't appear that we had such required notice on the shop drawing delay. We are considering this request only because it involves a specific and definable delay clearly covered by contract provisions. Requests for additional contract time without the required notice or protest will generally not be considered.

Should you wish any further review of this matter, please contact Project Manager Earl Mershon.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
Al Harwood w/att.
Earl Mershon w/att.
FHWA w/att.
Bruce Walton - NOTE: This extension is FHWA "N-P".

STATE OF OREGON

INTEROFFICE MEMO

TO BRYANT JACKMOND
Contract Administration Engineer

DATE September 20, 1985

FROM Marion Craft

SUBJECT MARION CRAFT
Metro Region Construction Engineer

SE 82nd AVE.-CLACKAMAS HWY
East Portland Freeway (I-205)
Contract 9906

Attached is a request for time extension from the contractor, Columbia Pacific Construction Company, for an extension of time to September 27, 1985. This is based on his claim of late delivery or excessive time to process shop drawing submittals, shipping time, and installation time for illumination items.

Earl Mershon has researched his files and has concluded that we did fail to respond to the contractor as we specified and recommends we grant 14 days. Earl's chronology of events is attached, showing the appropriate submittal dates, dates received, etc.

I agree with Earl Mershon's analysis and recommend we grant the 14 days due to excessive delay in handling the illumination shop drawing submittals.

W. E. Schwartz

I concur with Region and Project Manager and recommend a time extension of 14 CWD due to our late return of shop drawings.

O. B. Jackmond

MC/gw
Attachment
cc Earl Mershon

1.4

CE__ CAE__ RECEIVED LS.....1C.....
COE__ OM__ SA.....CC.....
OE _____ SEP 21 1985 FE.....CP.....
CA_____ POC.....
CAM _____ CONSTRUCTION QCS_____
EEO_____ SECTION FILE.....

5-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 2, 1985

CON 5

Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Re: Time Extension Request
SE 82nd Ave. - Clackamas Highway
Contract No. 9906
FAP No. IR-205-7(98)303

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 6 calendar workdays is granted due to the partial suspension of work issued from January 11 through January 16, 1985.

The adjusted contract time of completion for this project is 156 calendar workdays.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/attach.
Dave Willhite w/attach.
FHWA w/attach.
Bruce Walton

Form 734-3122

November 30, 1984

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

CON 5

#9906

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9906 for work on the S. E. 82nd Avenue-Clackamas Highway Section of the East Portland Freeway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Fidelity and Deposit Co. of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Dave Willhite
L. E. George

COLUMBIA PACIFIC
CONSTRUCTION CO.
P.O. BOX 907
LAKE OSWEGO, OR 97034
(503) 635-3774

RECEIVED
OCT 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

October 30, 1984

Office Of Commission Services
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

We will be subcontracting with Arrow Brothers Corp., Romera/ Cabrera, Mike Shough Trucking and Walts Concrete Company for the S.E. 82nd Ave- Clackamas Hwy project. Listed below are the item amounts and the percentage for this project.

DBEs

Arrow Brothers Corporation - Furnish and install

33.	Removal of existing sign	LS	$ 300.00
34.	Wood sign posts	LS	500.00
35.	Sign support footings	LS	4800.00
36.	Cantilever sign structure	LS	8900.00
37.	Type "AA" Signs	173sf @ 20/sf	3460.00
38.	Type "C" signs	32sf @ 8/sf	256.00
39.	Type "D" signs	130sf @ 12/sf	1560.00
40.	Type "R" signs	23sf @ 9/sf	207.00
41.	Move and modify signs	LS	2200.00
			$ 22183.00

Romero/Cabrera Sign Construction Co.

3.	Temporary signs	409sf @ 16/sf	$ 6544.00
4.	Temporary barricades	17ea @ 75/ea	1275.00
6.	Temp. plastic safety markers	84ea @ 45/ea	3780.00
			$ 11599.00

Mike Shough Trucking

9.	General Excavation	$ 12000.00

WBEs

Walts Concrete Co.

21.	Portion of Concrete Paving	$ 37133.00

TOTAL DBE: 4.7%
TOTAL WBE: 3.8%

Very truly yours,
Linda Steingraber
Linda Steingraber
Office Manager

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6314

FILE: CON 3

TO: H. S. Coulter
State Highway Engineer

DATE: November 7, 1984

FROM: Kay Turner, Manager
EEO, MBE & Labor Compliance

SUBJECT: SE 82nd Ave.-Clackamas Highway
Contract No. 9906
Review of Columbia Pacific Construction Co.
Efforts to Meet DBE Goals

On November 2, I met with Richard Steingraber and Linda Steingraber at the firm's headquarters in Lake Oswego. I examined the efforts made, prior to bid opening, to meet the project DBE goals.

The firm concentrated their efforts on 5 types of work, i.e., dirt work, illumination, signs, landscaping and pipe work. The dirt work constituted approximately 12% of the firm's bid. Several DBE firms were contacted for the dirt work. When one finally submitted their quote, the day before bid opening, it was for only a small portion of the work. Another DBE finally decided they would not quote. This firm intended to bid as a prime, but was also quoting with other primes on this project. Columbia Pacific had to get a quote - to final their bid - and accepted a quote from a non-DBE firm. After bids were opened the DBE who would not quote prior to bid opening came in with a quote substantially higher than the quote accepted from the non-DBE. Columbia Pacific would not accept this quote; the firm's policy is to go with the subcontractor whose quote is accepted prior to bid opening.

Columbia Pacific contacted a number of DBEs, both from the Plan Holders List as well as from the Department's Certified Directory. They did not receive responses or quotes from many of those contacted. They did, however, come in with 3 DBEs to do work on the project.

Based on the above, in my opinion the contractor demonstrated sufficient good faith efforts to achieve the DBE goal assigned to the project. For these reasons, I recommend award of the project.

KT:mk

11093M

11-14-84
orig
Turner
cys Sorensen
Potter
files

APPROVED
E. S. Hunter
Date 11-14-84

RECEIVED
STATE HWY ENGR
NOV 9 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

25-1387

Contains Recycled Materials

7906

I-205 N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Road Design Engineer

DATE: October 5, 1984

FROM: Cam Gilmour, Manager
Environmental Section

SUBJECT: 82nd Avenue - Clackamas Highway
I-205 Noise Wall
Clackamas County

I am forwarding to you a copy of a letter from Ed Hardt to me concerning the above-mentioned noise wall. As you will note, Ed has expressed a desire to limit bid specifications for the noise wall to a post and panel design. We have responses to a survey he took of the affected residents and many of them indicate a preference for that design in order to minimize impacts to existing landscaping. We have no concerns about limiting the wall design to a post and panel design.

CG:JNS:lm

Attachment

cc: Ed Hardt

Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trost
Wakeley

RECEIVED
OCT 9 - 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: CAM GILMOUR, MANAGER
~~Project Coordinator~~

DATE: September 19, 1984

FROM: ED HARDT
Region Engineer

File: 3-1943

SUBJECT: 82nd Avenue to Clackamas Highway
I-205
Noise Wall

Based on the proposed noise wall for the above project, we have contacted all property owners directly affected by the wall's location. All are in favor of a noise barrier and a signed letter to this effect from each owner is attached.

Some residents/owners expressed a concern that we minimize construction impacts to adjacent yard vegetation. For this reason, I have asked that we limit our bid specifications to a post and panel design only, which will have the least impact on encroaching root systems.

ELH:JK:pa

cc Paul Hailey

Attachments

RECEIVED
ENVIRONMENTAL
SECTION
SEP 21 1984

Referred to Manager Cam
Proj. Coord. ____ Res. Coord. ____
Eng. Coord. ____ Adm. Asst. ____
Sec. ____ File ____

Sec - pls. inform those doing the design of relevant Hardt's request.
Cam

81.125.1387

Case 21-2
I-205

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-205-7(93)303

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:

5. ITEM NO.: 40167

2A. COUNTY NAME: Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/2/84	Interstate 205	Primary 64

10. GENERAL LOCATION:

SE 82nd Avenue - Clackamas Highway Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/28/84 I approve the revised Preliminary Engineering costs to a TEC of $41,450; Federal Funds $38,224.

(Increase TEC $12,450; Federal Funds $11,481)

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	D. K. Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 21-2
I-205

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-205-7(98)303

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:

5. ITEM NO.: 40167

2A. COUNTY NAME: clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
Potter
FOR
Dist. | Engrs | R/D | D/R | Engr | Sgt | File

7. DATE AUTHORIZATION EFFECTIVE: 10/3/84

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

SE 82nd Avenue - Clackamas Highway Section

11. GENERAL DESCRIPTION OF WORK

Grading, paving, sound walls, signing, illumination and landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 9/17/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/1/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,078,321; Federal Funds $994,427.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	D. K. Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

LON 21-2
F 205
1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

September 25, 1984
IN REPLY REFER TO
HFO-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IR-205-7(98)303
SE 82nd Ave. - Clackamas Hwy. Sec.
East Portland Freeway
Clackamas Co.

We have reviewed your surfacing design as submitted with Mr. Terpin's letter of Sept. 18, 1984, and find it acceptable.

Sincerely yours,

D.K. Hansen
for Dale E. Wilken
Division Administrator

cc: Frank Terpin (OSHD)

Cy Terpin
10-8-84

RECEIVED
STATE HWY ENGR
OCT 2'84
REFER TO
Hun Cap
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: September 18, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

SUBJECT: S.E. 82nd Avenue-Clackamas Highway Section
East Portland Freeway
Clackamas County

Submitted herewith is a surfacing design with supporting data for the subject section. This project is to be funded with FAI-4R money.

This project involves adding a southbound lane between interchanges with partial reconstruction of S.E. 82nd Avenue and the "C" and "E" ramps in the Clackamas interchange.

The area of the existing southbound shoulder will become a 12-foot CRPCC travel lane with a new AC shoulder outside of that.

Your approval of this surfacing design is requested. The CRPCC design is based on the modified PCA method.

If any questions should arise about this analysis, they will be promptly answered.

FET:RTN:ge
Attachment

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
SEP 19 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Technical Services Engineer

DATE: August 16, 1984

FROM: Cam Gilmour, Manager
Environmental Section

SUBJECT: Sound Wall Recommendation
S.E. 82nd Ave.-Clackamas Hwy. Section
East Portland Freeway (I-205)
Clackamas County

Attached is the noise study report for the subject project. The project adds a merging lane on the west side of the section. Three sound walls were considered. A sound wall on the west side only is recommended.

Current noise levels on the west side exceed federal criteria and will increase with the additional lane. Several complaints by the residents and a petition have been received by the Metro Office in regard to the current noise levels. A school playground and 28 single family residences are affected. Measured noise levels where mitigation is proposed range from 69 dBA to 77 dBA, above the 67 dBA abatement criteria for activity category B. Predicted noise levels for the year 2004 range from 73 dBA to 79 dBA. The original project was under construction before FHPM 7-7-3 became effective thus no mitigation was performed at that time.

A wall on the east side and an extension of the proposed wall were studied but are not recommended due to low cost effectiveness. (Page 5) A freestanding wall 8 feet high, 3800 feet long to be placed on the right-of-way line is recommended. It is expected to reduce the noise levels by over 8 dBA. The average cost per dBA per dwelling unit would be $1987.00. The total cost of the wall would be $455,000. This would nearly double the cost of the project but is recommended because of the severity of the impact.

The proposed mitigation if you approve, will be forwarded to the Metro Region for review and then to the Bridge Design Section for plan preparation.

CM:gc

C J Hunter
8-22-84

Orig Sd Erwin
8-22-84

RECEIVED
STATE HWY ENGR
AUG 17 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

125-1387

FINAL NOISE STUDY REPORT

S.E. 82nd AVENUE - CLACKAMAS HIGHWAY SECTION
E. PORTLAND FREEWAY (I-205)
CLACKAMAS COUNTY

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section
Lee Doss, Acoustical Specialist

August 1984

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S.E. 82nd AVENUE - CLACKAMAS HIGHWAY SECTION
E. PORTLAND FREEWAY (I-205)
CLACKAMAS COUNTY

SUMMARY

The project adds a traffic lane to Interstate 205 to improve southbound weaving patterns in this section of the freeway. Adjacent land that is not vacant is in single and multiple residential use, with some commercial and industrial uses on the east side of I-205. Noise levels adjacent to the westerly side of I-205 are measured and predicted to be high, impacting many dwellings. A noise barrier is proposed along the westerly right-of-way line of I-205 and of 82nd Avenue adjacent to the project. Construction noise is addressed with standard specifications recommended.

DESCRIPTION OF PROJECT

The project will add a traffic lane to Interstate 205 to facilitate weaving movements between the 82nd Avenue Interchange and the Clackamas Highway Interchange. A large volume of traffic enters the freeway southbound from 82nd Avenue and crosses the traffic that departs the freeway southbound at the Clackamas Highway Interchange. Presently, mainline freeway traffic southbound is forced from three lanes to two lanes prior to receiving the 82nd Avenue traffic. The squeeze takes place at the ending of a curve creating an awkward condition for southbound freeway traffic.

The project will ease both situations by eliminating the squeeze and carrying the third freeway lane into a merge with 82nd Avenue traffic. The extra lane beyond the merge will lengthen the distance in which weaving moves can take place. The weaving pattern will be further eased by merging 82nd Avenue traffic into a single lane prior to its entrance onto the freeway. Vehicles from an on-ramp merging with 82nd Avenue traffic just prior to 82nd

Avenue's entrance to the freeway will have completed the first stage of the weave on 82nd rather than on I-205. Several merging moves are thus transferred to 82nd Avenue which is on a tangent alignment, with the upcoming merges visible to approaching traffic. Additionally, these southbound merges are southerly of a series of traffic signals and in the middle of an interchange where merging movements might be expected, and where speeds are slower.

No right-of-way takings are contemplated (maps, Appendix A).

LAND USE AND TERRAIN OF HIGHWAY DEVELOPMENT

On the easterly side of I-205 are several single residences, three apartment buildings, and an industrial complex with about one third of the land bordering the freeway vacant and undeveloped. On the westerly side of I-205 in the project vicinity is a solid line of single residences with the back lot lines common to the freeway right-of-way line. At the northerly end of the proposed project, an apartment complex borders 82nd Avenue and the on-ramp to 82nd from the 82nd Avenue Interchange. Most of the apartment units are northerly of the north limits of the project.

In the northerly part of the project the land between the east side of 82nd Avenue and the westerly side of I-205 is taken up with on and off-ramps and grade separations. Some of the landfills for the ramps act to shield certain properties from freeway noise, as will be specified in the "Traffic Noise and Impacts" portion of this report.

The Clackamas County Plan shows the land easterly of the freeway as future commercial, high density residential and industrial uses, with land west of the freeway in future single residential, public, and multiple residential use. The present uses of lands west of the I-205 freeway are all

in conformance with the plan while east of the freeway there are several single residences and apartments on land that is planned for commercial and industrial use.

NOISE ANALYSIS

Criteria and Procedures

Federal participation in highway, road, or street projects is conditional upon Federal concurrence with noise studies under provisions of the Federal Highway Program Manual, Volume 7, Chapter 7, Section 3 (FHPM 7-7-3). Noise impacts are determined by two criteria systems in FHPM 7-7-3, namely noise abatement criteria (Table 1, Appendix B), and significant noise increases, which refer to occasions when the predicted traffic noise levels are substantially higher than the existing noise levels. In Oregon, an increase of 10 dBA above existing noise levels is adopted as a significant noise increase (an increase of 10 dBA is normally perceived as a doubling of loudness).

The noise level descriptor used throughout this study is the equivalent sound energy level protracted over a given time (Leq), measured in decibels weighted on the "A" scale (dBA), a mathematical weighting of the decibel scale that approximates normal hearing ability.

The FHWA Noise Prediction Model (FHWA-RD-77-108) as programmed on a Hewlitt-Packard HP-41C calculator was utilized in all calculations.

Where interior noise levels and their criteria are discussed in this report, they were arrived at by assuming a noise reduction of 10 dBA through conventional wooden frame walls with windows open. An exterior noise level of 62 dBA, Leq would thus imply a derived interior noise level of 52 dBA, Leq

(see Land Use Activity Category E, Noise Abatement Criteria, Table 1, Appendix B).

Traffic

Traffic is the dominant noise source in the area. I-205 traffic predominates, as might be expected. 82nd Avenue traffic also generates high noise levels on adjacent lands, while the on-ramp to 82nd Avenue, generating comparatively less noise, still has enough present and projected traffic to warrant study. Traffic quantities used in the study were obtained from Oregon Highway Division, Traffic Section, Metro Region (Table 2, Appendix B).

TRAFFIC NOISE AND IMPACTS

Three noise measurements were made in the field on April 17, 1984, as follows:

1. South side of Jannsen Road at its easterly terminus adjacent to the I-205 right-of-way line. (77 dBA, Leq)

2. Southeast corner of the McLoughlin Junior High School grounds, at 82nd Avenue right-of-way line (69 dBA, Leq)

3. In the backyard of the Miller residence at the end of Rainier Court, even with the wall of the residence facing I-205. (71 dBA, Leq)

Table 3, Appendix B, lists further details of the measurements including comparisons with the FHWA model for traffic identical with that counted during the measurements. Microphone locations for the measurements are shown on Map 2, Appendix A. Comparisons were very close, none further than 1 decibel apart, indicating that for the terrain, the model is valid without adjustment.

Measured and predicted noise levels indicate impacts of Leq 9 dBA or less above the noise abatement criteria for twelve units of the apartment complex west of 82nd Avenue, for the school playground, for seven single unit residences east of I-205, and for five units of apartment buildings east of I-

205 (Table 4, Appendix B). Severe impacts of 11 dBA to 12 dBA in excess of abatement criteria are predicted for the residences along the westerly side of I-205. Noise levels of 79 dBA are predicted for the backyards of these homes in year 2004, peak truck hour. Present peak truck hour traffic is modeled at 78 dBA, or over twice the perceived loudness for exterior usage abatement criteria.

Northerly of the convergence of 82nd Avenue with I-205, the various ramps and overpasses of the 82nd Avenue Interchange are acting as noise berms, shielding private properties from the noise of I-205. That, plus the curvature of the freeway away from affected properties, leaves the highway facilities closest to private property, i.e. 82nd and the ramp approaching it as the dominant sources of noise affecting those properties. Levels of noise are correspondingly lower. Apartment units facing those highway facilities will experience interior noise levels in excess of 52 dBA. The facing units shield the units behind them, saving them from impact. Table 1, Appendix B lists noise abatement criteria mandated by the FHWA.

Buildings at McLoughlin Junior High School are too distant to be impacted; a strip of the playground adjacent to 82nd Avenue is impacted.

MITIGATION OF TRAFFIC NOISE

Traffic control measures are not feasible or practical as noise control measures on this project because of the high capacities and usages of the highways involved. The project itself is a refinement of the original design with safety the prime consideration. Horizontal alignment changes incorporated in this project are primarily intended to more safely regulate the merging and weaving of traffic, however, the elimination of one traffic

lane on 82nd Avenue will reduce noise levels in the vicinity of the apartments alongside by a fraction of a decibel (dBA).

Sound barriers-suitable walls, or earthen berms high enough to break the view between the roadway and the impacted area have been studied. Barriers must be long enough to prevent the flanking of noise around their ends. Walls are geometrically possible throughout the length of the project, but to construct all the walls that are geometrically feasible would cost many times over the cost of the project itself. A noise barrier wall 2200 feet in length mitigating impacted receptors east of I-205 within project termini would provide an average 6 dBA noise reduction and have an average cost per dBA (Leq) of mitigation per dwelling of $5,370.00. Because all work is confined to the existing westerly shoulder area of I-205 and approaches thereto, and because many existing land uses do not conform to heavier uses planned for the area, the construction of a noise barrier on the easterly side of I-205 is not contemplated on this project. The work at hand will have little or no effect on receptors on the east side. On the westerly side of I-205, cost versus benefit and urgency concerning the more severe impacts become the dominant considerations. A wall 8 feet in height mitigating the impacts to lower story dwelling units in the apartment complex west of 82nd Avenue would have an average cost per dBA of mitigation per dwelling unit of $3500.00. A 16 foot high wall mitigating noise at both the upper and lower story impacted units would have an average cost per dBA per unit of $2800.00.

In normal circumstances noise mitigation is not recommended when the cost exceeds $2500.00 per dBA reduction per dwelling unit. None of these proposals would be cost effective, and they are not recommended. (Map 4, Appendix A).

A wall 8 feet in height protecting the severely impacted single residential properties abutting the west side of I-205 (Map 2, Appendix A) was found to be effective, calculated to reduce the general noise level in those properties by an average of over 8 dBA for present and future traffic. The average cost per dBA per impacted dwelling unit would be $1987.00. This wall would be 3800 feet in length and is estimated to add a cost of $445,000 to a $475,000 project. It is recommended because of the severity of noise impact to these particular dwellings.

The wall would shade an adjacent portion of the affected backyards during early morning, but most of these yards have border shrubbery taller than the proposed wall. Therefore, shading is not anticipated as an adverse impact. In the construction of the wall a conscientious effort should be made to minimize harm to existing shrubbery.

CONSTRUCTION NOISE ANALYSIS

Staged and detoured traffic will lower average speeds during construction. The lessened traffic noise will compensate somewhat for the noise emitted by grading and paving machinery. Portions of the proposed noise barrier might possibly be constructed prior to road construction, thus mitigating both traffic and construction noise. This is recommended as a practical option rather than a mandate.

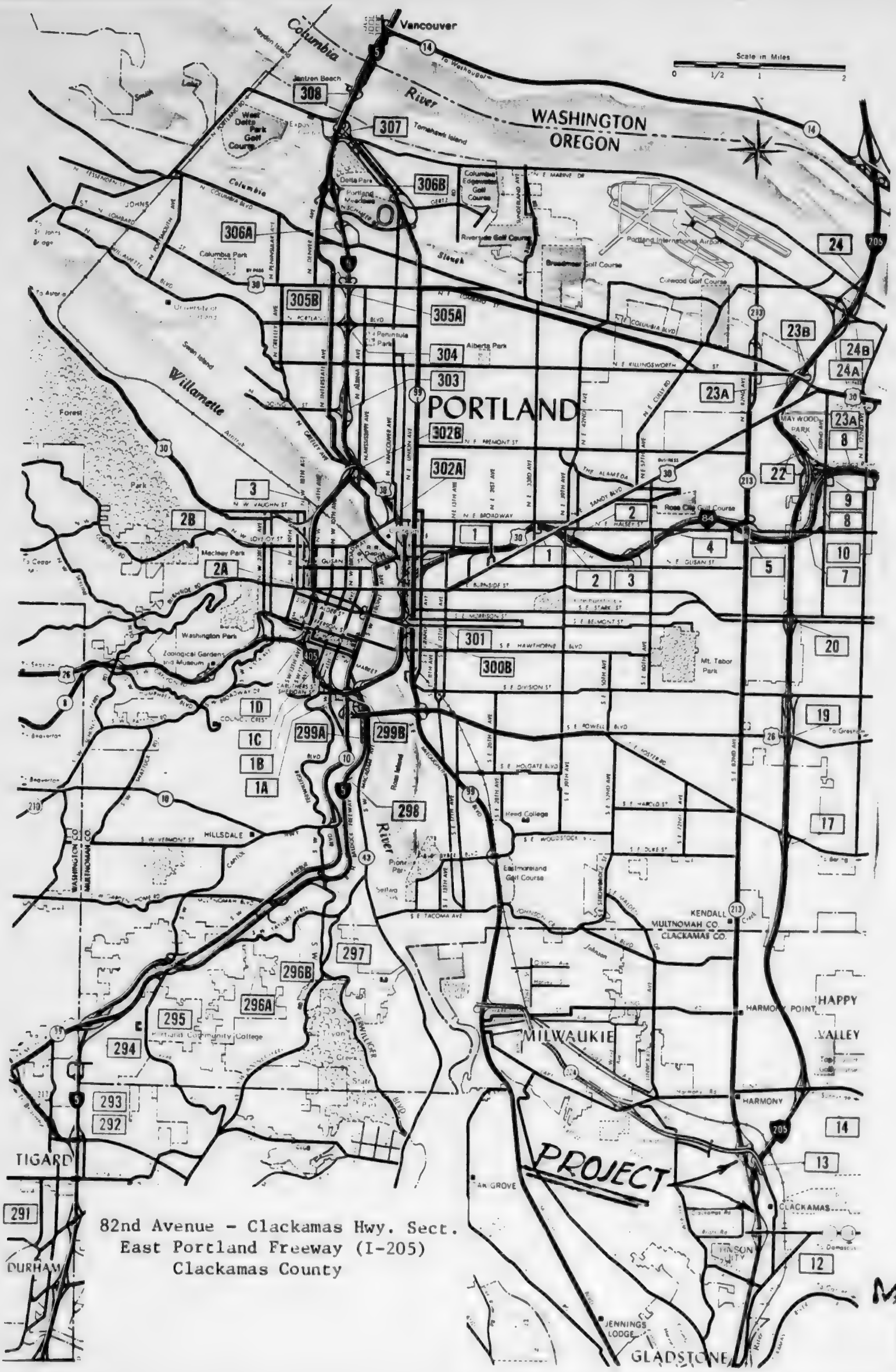
Construction noise specifications and enforcement thereof shall be in conformity with article 107.32 (Noise Control) of Standard Specifications for Highway Construction published by the Oregon Highway Division in 1984.

COORDINATION WITH LOCAL OFFICIALS

A copy of this report will be forwarded to Clackamas County. Information contained herein may be used by local planning agencies to protect future land use development from becoming incompatible with predicted highway noise levels. Mitigation of noise impacts on future private developments adjacent to the project will be the responsibility of local agencies and the developer, and can be accomplished through appropriate application of such measures as building setbacks, site design, noise barriers and acoustically designed structures.

APPENDIX A

MAPS


Vancouver
Columbia River
WASHINGTON
OREGON
Scale in Miles
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PORTLAND
Willamette River
Columbia
Sauvie Island
Jantzen Beach
Tomahawk Island
Portland International Airport
Columbia Park
Alberta Park
Peninsula Park
Macleay Park
Washington Park
Zoological Gardens and Museum
Mt. Tabor Park
Rose City Golf Course
Riverside Golf Course
Broadmoor Golf Course
Colwood Golf Course
Eastmoreland Golf Course
Portland Community College
MAYWOOD PARK
HILLSDALE
KENDALL
HARMONY
HAPPY VALLEY
MILWAUKIE
TIGARD
DURHAM
JENNINGS LODGE
GLADSTONE
CLACKAMAS
PROJECT
MULTNOMAH CO.
CLACKAMAS CO.
WASHINGTON CO.
82nd Avenue
Columbia Blvd
N.E. Killingsworth St
N.E. Sandy Blvd
N.E. Broadway
N.E. Halsey St
N.E. Glisan St
S.E. Hawthorne Blvd
S.E. Division St
S.E. Powell Blvd
S.E. Foster Rd
S.E. Holgate Blvd
S.E. Harold St
S.E. Woodstock Blvd
S.E. Duke St
S.E. Tacoma Ave
S.E. Johnson Creek Blvd
S.E. Harmony Rd
S.E. Sunnyside Rd
S.E. 82nd Ave
S.E. 92nd Ave
S.E. 102nd Ave
S.E. 122nd Ave
S.E. 130th Ave
S.E. 136th Ave
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S.E. 162nd Ave
S.E. 172nd Ave
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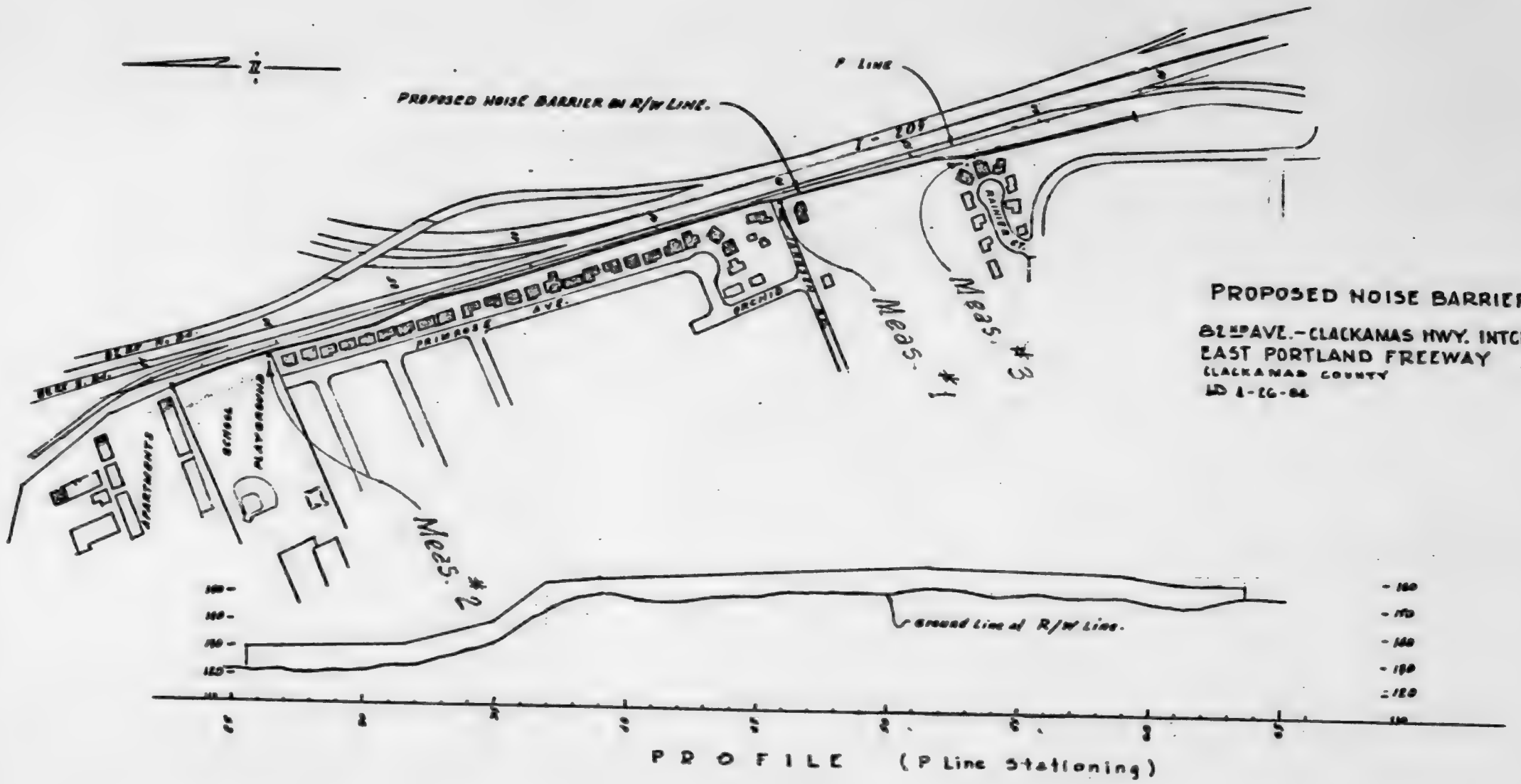
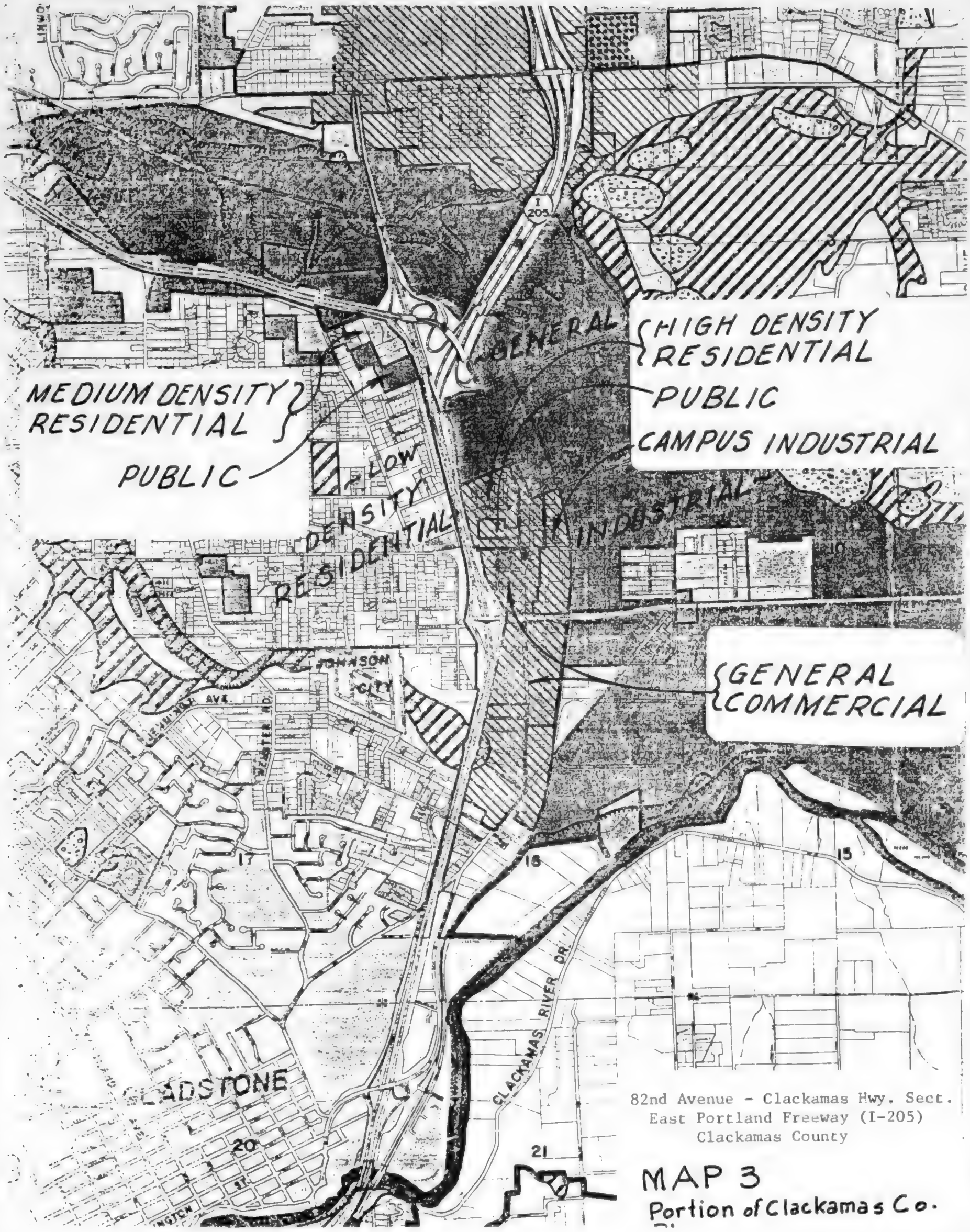


PROPOSED NOISE BARRIER

82ND AVE. - CLACKAMAS HWY. INTCHGE.
EAST PORTLAND FREEWAY
CLACKAMAS COUNTY
HD 1-CC-84

Impacted dwellings shown thus: ■ Impacted playground area shown thus: ▨

MAP 2



82nd Avenue - Clackamas Hwy. Sect.
East Portland Freeway (I-205)
Clackamas County

MAP 3
Portion of Clackamas Co.

BARRIER #1
(NOT PROPOSED)

BARRIER #3
(PROPOSED NOISE BARRIER IN R/W LINE.)

BARRIER #2
(NOT PROPOSED)

COST INEFFECTIVE
AND
PROPOSED NOISE BARRIERS

82ND AVE. - CLACKAMAS HWY. INTCHGE.
EAST PORTLAND FREEWAY
CLACKAMAS COUNTY
ID 8-CC-84

PROFILE (P Line Stationing)

MAP 4

APPENDIX B

TABLES

S.E. 82nd Avenue - Clackamas Highway Section
East Portland Freeway I-205
Clackamas County

TABLE 1

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	Design Noise Levels (Leq)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

Final Noise Study Report
82nd Avenue - Clackamas Highway Section
East Portland Freeway I-205
Clackamas County

TABLE 2
TRAFFIC

BUILD ALTERNATIVE*

Highway	Year	Peak Hour Autos	Peak Hour Med. Trucks	Peak Hour Hvy. Trucks	Peak Hour Speed	Peak Truck Hour Autos	Peak Truck Hour Med. Trucks	Peak Truck Hour Hvy. Trucks	Peak Truck Hour Speed
I-205, N. Bd.	1984	2930	37	73	55	2300	71	150	55
	2004	4392	55	109	55	3450	106	225	55
I-205, N. Bd.	1984	3550	45	90	55	2290	69	147	55
	2004	5220	66	132	48/1	3370	101	216	55
82nd Avenue	1984	1440	9	17	49	790	19	61	50
	2004	2130	13	25	45/2	1170	28	90	50
On-Ramp	1984	800	6	16	48	380	12	45	50/3
	2004	1005	8	20	43/4	480	15	55	50/5

*No-Build traffic quantities same as Build. Speeds differ as noted below:

1/Speed 43 mph on No-Build
2/Speed 41 mph on No-Build
3/Speed 49 mph on No-Build
4/Speed 39 mph on No-Build
5/Speed 48 mph on No-Build

Final Noise Study Report
82nd Avenue - Clackamas Highway Section
East Portland Freeway I-205
Clackamas County

TABLE 3

NOISE MEASUREMENTS

Measurement Location		Hourly Traffic Autos	Med. Trucks	Hvy. Trucks	dBA, Meas.	dBA, FHWA Model
#1, S. Side Jannsen Rd. on Fwy. R/W Line	N. Bd.	1914	57	132	77	77
	S. Bd.	1530	66	117		
#2, S.E. Cord 82nd McLoughlin Sch. 82nd	N. Bd.	537	39	51	69	70
	S. Bd.	627	24	42		
#3, Back of I-205 Miller Res., end of I-204 Rainier Ct.	N. Bd.	1821	66	123	71	72
	S. Bd.	1854	81	216		

Final Noise Study Report
82nd Avenue - Clackamas Highway Section
East Portland Freeway I-205
Clackamas County

TABLE 4

NOISE IMPACTS*

Facility		Predicted Noise Level 1984 (dBA)	2004 (dBA)	Criterion (Table 1) (dBA)	Excess (dBA)	Abatement (dBA)
Single Residences East of I-205 (8 Units)		71 Avg.	72 Avg.	67 (Present Res.) 72 (Fut. Commercial & Industrial use)	5 Avg.	None proposed
Apartments East of I-205 (3 Units)	1 at 2 at	58 (Int.) 60 (Int.)	59 (Int.) 61 (Int.)	52 (Int.) 52 (Int.)	7 9	None proposed
Apartments West of 82nd and Approach ramp (12 Units)		57 (Int.)	58 (Int.)	52 (Int.)	6 Avg.	1/2 each
Single Residences West of I-205 (28 Units)		78	79	67	12	8 each
McLoughlin Jr. High School Playground (Counted as 1 receptor)		71	73	67	6	8

*Interior (Int.) noise levels were arrived at by reducing equivalent exterior noise levels by 10 dBA. This is the amount of noise reduction that can be expected through wood frame constructed walls with windows open facing the noise source. All dBA values are in Leq, or equivalent sound energy protracted over a given time as mentioned in "Criteria and Procedures".

I-205 N

Elmer Scofield
Sign Design Specialist

August 15, 1984

Don Adams
Final Design Engineer

S. E. 82nd Ave - Clackamas Int.
E. Portland Freeway
Clackamas County

The signing plan for subject project dated 8-3-84 does not reflect the intent of the project. The right (outside) lane of southbound I-205 is to merge with the left lane of the entrance ramp. The right lane of the entrance ramp becomes an added lane on the freeway and will be dropped past the two Clackamas Highway Interchange exits.

The design concept is from Fig. J-16a, P. 566, AASHTO Policy on Design of Urban Highways and Arterial Streets, 1973.

Please revise the signing plan to reflect the intent of the project.

DRA:bn

cc: Ron Fallmetzger
Jim McClure
Maury Payne

9706

I-205 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

10121
Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01455

SECTION: S.E. 82nd Ave.-Clackamas Hwy. Intch. (E. Portland Fry.)

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO. 2 | PREFIX 603-1943 | DATE 6/28/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,200
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		50	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN		200	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		5,100	950 TRAINING		500
910 REGION GEOLOGIST		3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 41,450
						PREVIOUS AUTHORIZATION		$ 29,000
						ADD. AUTH. REQUIRED		$ 12,450

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IR-205-7(93)303

LOCATION ENGINEER'S REMARKS

This project, which appeared to be straight-forward at its inception, has become difficult due to very serious traffic problems. We have studied several alternatives in an attempt to solve the serious weave/merge problems.

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ROAD DESIGN SECTION

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PREPARED BY	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X	10/15/84
RECOMMENDED. REGION ENGINEER	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	
RECOMMENDED. LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X Frank E. Pepin	10/12/84	10-2-84	

734-1914 (7-82)

1-176

CCN 21-2
I-205

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

May 25, 1984

NOTED
E. S. HUNTER

Howard Harris
Department of Environmental Quality
P.O. Box 1760
Portland, OR 97207

RE: Indirect Source Construction Permit
Application
S.E. 82nd Ave. - Clackamas Hwy.
East Portland Freeway
Clackamas County

Dear Mr. Harris:

Attached is our application for an Indirect Source Construction Permit for the subject project. Since this project is primarily a safety project within State right-of-way, and no environmental documents are being processed, mapping and descriptive documentation such as land use, etc., are very limited.

An air quality study (attached) was performed for this project, and the project was determined to be consistent with the Indirect Source rules. Full traffic data for the project area is included in the report.

Please review and process this application pursuant to OAR 340-20-100 through 340-20-135. Steve Lindland should be contacted at 378-8511 if you have any questions.

Sincerely,

Cam Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

RECEIVED
TECHNICAL SERVICES
MAY 29 '84
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Act | File

CG:gc

bc: E. S. Hunter
E. L. Hardt
Joe Speight
Steve Lindland

Form 734-3122

7726

1-205 N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Paul Hailey, Design Supervisor
Metro Region

DATE: April 30, 1984

FROM: Tim H. Thex, Coordinating Engineer
Environmental Section

SUBJECT: Noise Barrier Cost Estimate
S.E. 82nd Ave. - Clackamas Hwy.
East Portland Freeway
Clackamas County

Please estimate the cost and evaluate the engineering feasibility for sound wall in the subject section. A letter with your evaluation of the wall is needed for our records.

The attached sketch shows that approximate location of the wall. Top of barrier elevation would be as follows:

Approximate P Line Sta.	Elevation, Top of Wall
25 + 60	Begin, 130.0'
31 + 60	132.0'
35 + 00	141.0'
37 + 00	154.0'
39 + 00	157.0'
41 + 00	157.0'
51 + 60	163.0'
59 + 00	161.3'
61 + 30 (Angle Pt.)	158.2'
63 + 60	End, 158.0'

Since the final design alternative has not yet been selected, we recommend that the sound wall be located at the right-of-way line to allow versatility in your choice of design alternatives. The wall would extend from the northwest corner of the schoolyard to approximately 200 feet south of the southbound off-ramp signbridge for the Clackamas Highway Interchange.

We would like an estimate for our standard concrete sound wall and for any other lower cost alternatives that appear feasible. If there are any questions, please contact Lee Doss or myself at 378-8511.

THT:LD:gc

Attachment

cc: Hal Versteeg
Jim McClure

bc: Lee Doss

Versteeg ✓
Anderson
Adams
Macnab
2. Edwards E
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RECEIVED
MAY 1 - 1984
ROAD DESIGN SECTION

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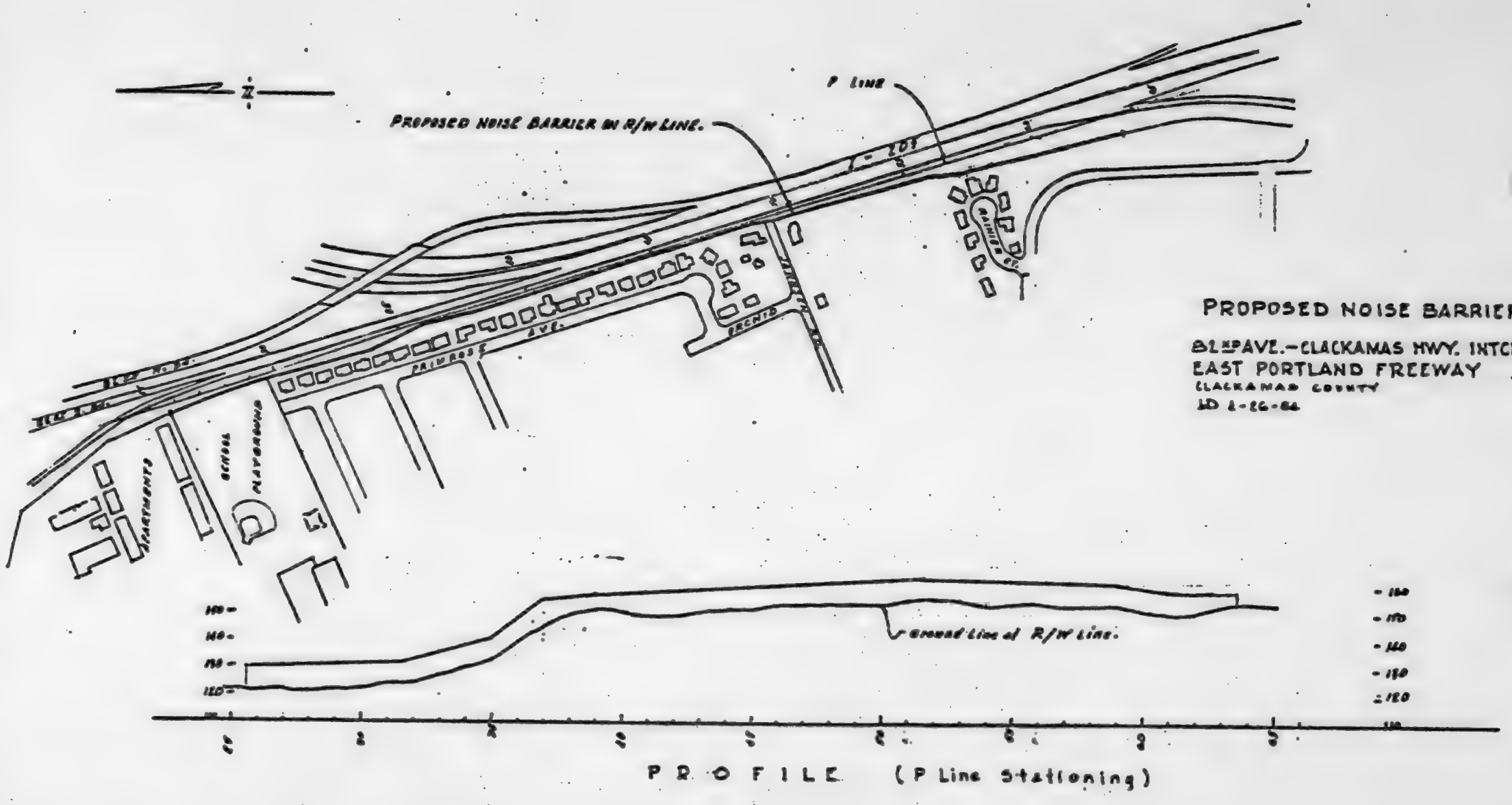
81-125-1387



PROPOSED NOISE BARRIER

82ND AVE. – CLACKAMAS HWY. INTCHGE.
EAST PORTLAND FREEWAY
CLACKAMAS COUNTY
LD 1-26-64

9906

T 405 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: METRO REGION AND
SURVEY PROSPECTUS RECIPIENTS

DATE: April 2, 1984

FROM: Norman S. Davis
Costs and Records Specialist

SUBJECT: Prefix Correction
SE 82nd Avenue-Clackamas Highway Intchge
Clackamas County

Attached is a copy of Project Prospectus Part 4 for survey authorization number one. Please note the prefix correction.

The previous prefix was 3-1943. The corrected prefix is 603-1943. Disregard the previous prefix and use the corrected prefix 603-1943.

Please call me at 378-8390 if you have any questions.

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PROJEC PROSPECTUS

PART 4 — SURVEY AUTHORITY

CLACKAMAS Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01455

SECTION: S.E. 82nd Avenue --- Clackamas Hwy. Interchange

REGION: Metro

E. PORTLAND FREEWAY #64

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 603-1943

DATE: May 26, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 8,000	$ 8,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT	3,000	3,000	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	800	800
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		2,500	950 TRAINING	2,700	2,700
910 REGION GEOLOGIST	3,500	3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	500	500	980 PUBLIC HEARING	0	
RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	100	100	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 29,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IR-205-1(93)303

LOCATION ENGINEER'S REMARKS

PREPARED BY: Curtis H. Unruh	DATE: 2-10-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 3-26-84
RECOMMENDED, REGION ENGINEER: X [signature]	DATE: 2/14/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature]	DATE: 3-23-84
RECOMMENDED, LOCATION ENGINEER: X [signature]	DATE: 3/16/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 3-12-84	

734-1914 (7-82)

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205

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(93)303		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 3/12/84	4. PROGRAM NO.	2A. COUNTY NAME Clackamas
	5. ITEM NO. 40167	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/12/84	Interstate 205	Primary 64

10. GENERAL LOCATION:

SE 82nd Avenue - Clackamas Highway Section

B - 4 - WIDEN

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION — TEC $29,000 - FF $26,743
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 3/6/84.

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 3/14

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/12/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

I-205

PROJEC PROSPECTUS

PART 4 — SURVEY AUTHORITY

CLACKAMAS Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01455

SECTION: S.E. 82nd Avenue --- Clackamas Hwy. Interchange

REGION: Metro

E. PORTLAND FREEWAY #64

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 3-1943

DATE: May 26, 1983

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$ 8,000	$ 8,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 500
902	CITIZEN'S INVOLVEMENT	3,000	3,000	916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT	0		918	LOCATION		100	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC	800	800
905	FINAL DESIGN		4,000	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT	100	100
907	PRELIMINARY DESIGN			922	ADMIN SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		2,500	950	TRAINING	2,700	2,700
910	REGION GEOLOGIST	3,500	3,500	924	D.O.T.			955	R/W RELOC. ASSISTANCE	0	
911	TRAFFIC SECTION			925	AIR MONITORING		-	960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION	500	500	980	PUBLIC HEARING	0	
1	RIGHT-OF-WAY LIAISON	0		927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON	100	100	932	RAILROAD & UTILITIES						
									TOTALS	$	$ 29,000
									PREVIOUS AUTHORIZATION		$
									ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IR-205-7(93)303

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Up to Bud
Fagnab
2 Edwards E
Terpin
3 Trout
Cy Wolverig

RECEIVED
MAR 30 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY: Curtis H. Driscoll	DATE: 2-10-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 3-30-84
RECOMMENDED, REGION ENGINEER: X Z A Sema for ED HAND	DATE: 2/14/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X E J Trout	DATE: 3-23-84
RECOMMENDED, LOCATION ENGINEER: X	DATE: 3-16-84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 3-12-84	

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

10' 1

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01455

SECTION SE 82ND AVE ~~Lake Rd. Interchange~~ Clackamas Hwy. Interchange

REGION Metro

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
64	East Portland Freeway	FROM 12.5 TO 13.6	1.1 mi.

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Milwaukie	Clackamas	I-205 Freeway

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
I-205	FAI-205	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ 0
ROADWAY	$ 310	
STRUCTURES	$ 0	
SIGNALS	$ 0	
ILLUMINATION	$ 0	
TEMPORARY PROTECTION	$ 30	
	$	
40% ENGINEERING & CONTINGENCIES	$ 135	
TOTAL CONSTRUCTION		$ 475
TOTAL ESTIMATE		$

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	2
WORK TYPE	(1-12)	2

RIGHT OF WAY

FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-------
RIGHT OF WAY ACQUISITIONS	(S,C,A)	-------

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1/85	FAI- 4 R	~~FY 1984~~ 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	s.bound 3	s.bound 4
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	26,700	34,800
YEAR OF AVERAGE DAILY TRAFFIC	1983	1987

DEFINE THE PROBLEM

I-205 has three lanes southbound at the 82nd Avenue merge. 82nd Avenue traffic enters the freeway with a standard on-ramp which merges 1,000' past the gore. High volumes make this a difficult and dangerous merge. 1987 traffic figures indicate a volume of 1780 on the outside lane (level-of-service "E").

PROPOSED SOLUTION

Add an auxiliary lane from the merge to past the Clackamas Highway Interchange eastbound off-ramp. Noise mitigation may be necessary adjacent to residential area.

REQUESTED. REGION ENGINEER	DATE
J.A. Lama Jr RD Hand 1	2/14/84
APPROVED. ASST. HWY ENG. FOR OPERATIONS X	DATE
APPROVED. ASST. HWY ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01455

SECTION SE 82ND AVE ~~Lake Rd. Interchange~~ - Clackamas Hwy. Interchange

REGION Metro

PROJECT JUSTIFICATION

The traffic situation at this merge area presently is a bottleneck affecting all traffic lanes and has a high accident rate. This situation will continue to get worse.

It is desirable for freeways to have levels of service in weave areas and ramp junctions which are consistent with the level of service for through traffic.

The proposed auxiliary lane will lessen the problem and allow through traffic to move freely.

ADMINISTRATION RECOMMENDATION

PROJEC. PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01455

SECTION SE 82ND AVE ~~Lake Rd. Interchange~~- Clackamas Hwy. Interchange

REGION Metro

ENTER: ~~S—STATE~~ C—CONSULTANT ~~A—APPLICANT~~ E—EXISTING ~~N—NO~~

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0 NEW (#)	0
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	0	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	~~SHOULDER~~	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	~~SHOULDER~~ LANE 4	~~PARKING~~ SHLDR	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
NORTHBOUND											SOUTHBOUND					
0	0	0	0	10'	12'	12'	12'	20'	12'	12'	12'	10'	0	0	0	0
0	0	0	0	10'	12'	12'	12'	20'	12'	12'	12'	12'	10'	0	0	0
PROPOSED												lane. 4	shldr			

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asph. Conc.	9"		Aggregate Base	5"	
C.T.B.	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
IDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01455

SECTION SE 82ND AVE. ~~Lake Rd. Interchange~~- Clackamas Hwy. Interchange

REGION Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right-of-way will be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Adjacent residential uses may experience a slight increase in noise. It is likely that the existing noise environment for these residences currently exceeds federal design noise levels due to the close proximity to the freeway. The project is consistent with comprehensive planning for the area.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project is not expected to affect the substantial traffic volume increases projected to occur with the completion of I-205. The project will, however, improve the safety and operational characteristics through this merge-weave section allowing a predicted LOS "B" in 1985 and LOS "C-D" in 2000.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Opportunities for noise mitigation may be a controversial issue for adjacent residences.

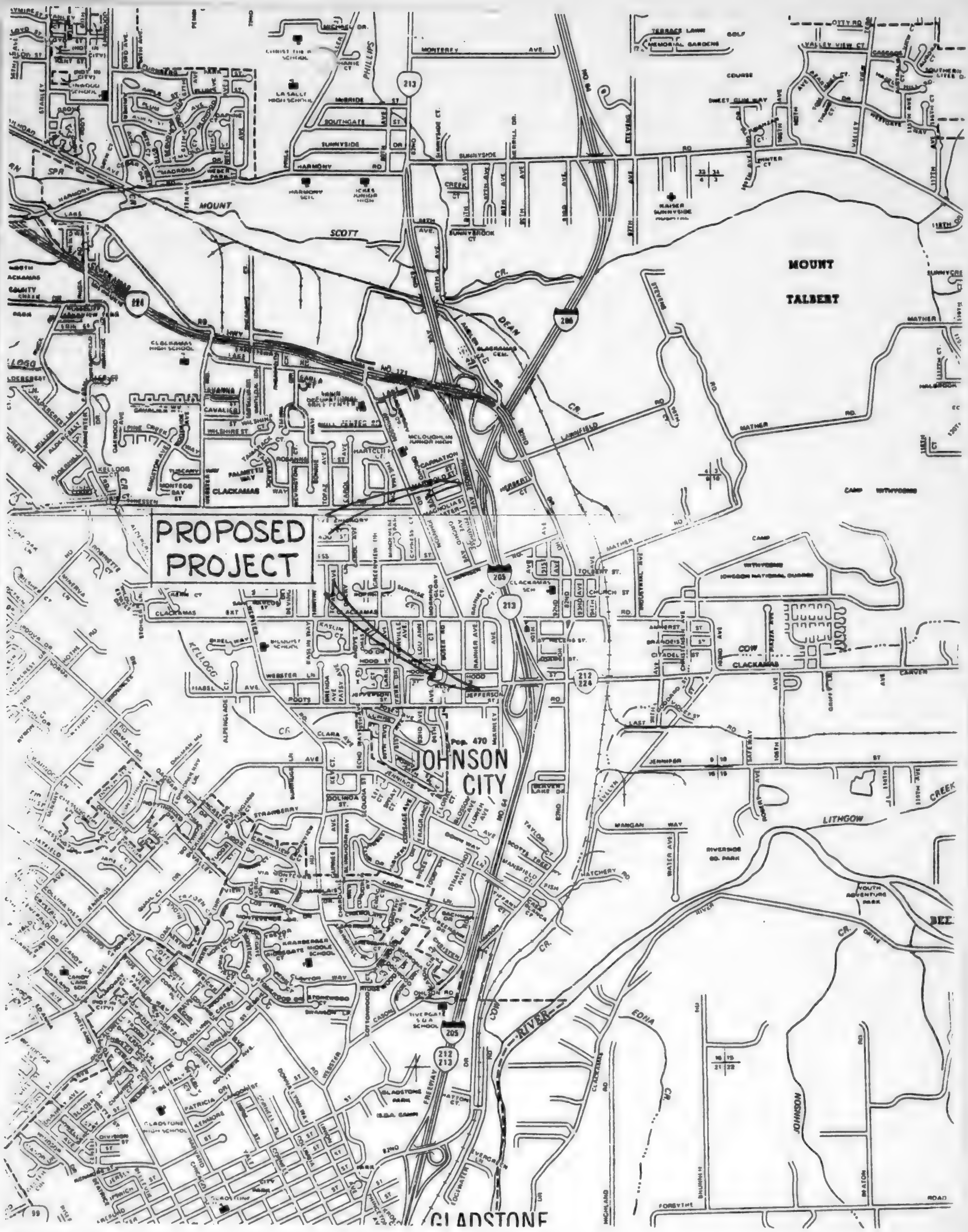
RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

With the possible exception of noise, the project is not expected to result in significant adverse impacts. The noise impacts will be addressed in the noise study report and appropriate mitigation measures considered.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Jef Kaiser	653-3221	


PROPOSED
PROJECT
JOHNSON
CITY
GLADSTONE
MOUNT
TALBERT
CLACKAMAS
MONTEREY AVE.
SUNNYSIDE RD
HARMONY RD
KELLOGG
MATHER
LAWNFIELD
LITHGOW
RIVER
CR.
DEAN
PHILLIPS
STEVENS
JOHNSON
EDNA
CLARA
STRAWBERRY
MANGAN WAY
WATER AVE
HATCHERY RD
CLACKAMAS RD
CLACKAMAS HIGH SCHOOL
LA SALLE HIGH SCHOOL
ALDER CREEK MIDDLE SCHOOL
GLADSTONE HIGH SCHOOL
TERRACE LAWN MEMORIAL GARDENS
GOLF COURSE
CAMP WITHYCOMBE
CLACKAMAS CEM.
RIVERSIDE CO. PARK
SOUTH ADVENTURE PARK
GLADSTONE PARK
I.O.O.F. CAMP
KAISER SUNNYSIDE
205
213
224
212
99

1985 Paulina Cr, Br, Sec, Paulina- 9907
E. Lake County Rd. NE of LaPine.
(gr, pav, str.)

C+A 7959 11-8-83

9907

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: January 29, 1987

COUNTY: Deschutes AGREEMENT NO: 7959 PROJECT NO: BRS-B683(1&2)

CONTRACT NO: 9907 SECTION: Paulina Creek (Paulina Lake Rd.) Br.

PRELIMINARY ENGINEERING C509-1931

	Participating	Non Participating
Project Manager	$ 4,653.11	
Final Design	2,528.52	
Right-of-Way Descriptions	597.13	
Location	159.29	
Program Section	308.71	
Administrative Services	36.09	
Environmental	72.68	
Structural Foundations	1,681.11	
Free Bridge Design	4,017.28	
Free Plans & Specifications	1,244.64	
Surface Design Engineer	88.13	
Hydraulics	2,202.47	
TOTAL P.E. COST	$ 17,589.16	
Less Free Bridge Design & Specs.	(5,261.92)	
PE COST TO COUNTY	$ 12,327.24	

CONSTRUCTION PREFIX C509-1033 & C9907

Payment to Contractor	$148,514.22	
Liquidated Damages	(750.00)	
Interest on Final Payment		$479.21
Field Engineering	14,988.98	
Program Section	33.99	
Materials Lab	2,736.90	
Technical Services	330.79	
Construction Office	27.21	
Region Office	(1.17)	
Accounting	8.30	
TOTAL CONSTRUCTION COST	$165,889.22	$479.21

SUMMARY

Participating P.E. Cost	$ 12,327.24
Participating Const. Cost	165,889.22
TOTAL PARTICIPATING COST	$178,216.46

FEDERAL FUNDS

P.E. (80%)	$ 9,861.79	
Const. (80%)	132,711.38	(142,573.17)
SUBTOTAL		$ 35,643.29
Plus Non Participating Co. Cost		479.21
Less Advance Deposits		
P.E. AD #83-125	$ 2,660	
Const. AD #84-129	34,200	(36,860.00)
REFUND DUE COUNTY		$ (737.50)

MKS:me

1/14/87

9907

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-N
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09907	000		146	8027	
C09907	000		146	8027	
C09907	000		146		
C09907	000		504	7361	
C09907	000		504	7361	
C09907	000		504		
C09907	000		550	8200	
C09907	000		550	8200	
C09907	000		550		
C09907	000		551	8027	
C09907	000		551	8027	
C09907	000		551		
C09907	000		555	0511	
C09907	000		555	0511	
C09907	000		555	0521	
C09907	000		555	0521	
C09907	000		555		
C09907	000				
C09907	000	010	001	0813	
C09907	000	010	001	0813	
C09907	000	010	001	0821	
C09907	000	010	001	0821	
C09907	000	010	001	8023	
C09907	000	010	001	8023	
C09907	000	010	001		
C09907	000	010	030	0813	
C09907	000	010	030	0813	
C09907	000	010	030	8023	
C09907	000	010	030	8023	
C09907	000	010	030		

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	8027		.00	77.82
	8027		.00	77.82
			.00	77.82
	7361		.00	1.20
	7361		.00	1.20
			.00	1.20
	8200		.00	7.20
	8200		.00	7.20
			.00	7.20
	8027		.00	52.00
	8027		.00	52.00
			.00	52.00
	0511		.00	2.64
	0511		.00	2.64
	0521		.00	8.43
	0521		.00	8.43
			.00	11.07
			.00	149.29
	0813		.00	58.41
	0813		.00	58.41
	0821		.00	174.07
	0821		.00	174.07
	8023		.00	185.26
	8023		.00	185.26
			.00	417.74
	0813		.00	29.21
	0813		.00	29.21
	8023		.00	50.52
	8023		.00	50.52
			.00	79.73

1/14/87

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09907	000	010			
C09907	000	900	001	4000	
C09907	000	900	001	4000	
C09907	000	900	001	4061	
C09907	000	900	001	4061	
C09907	000	900	001	8027	
C09907	000	900	001	8027	
C09907	000	900	001		
C09907	000	900	030	4061	
C09907	000	900	030	4061	
C09907	000	900	030	8027	
C09907	000	900	030	8027	
C09907	000	900	030		
C09907	000	900	130	8027	
C09907	000	900	130	8027	
C09907	000	900	130		
C09907	000	900	134	4000	
C09907	000	900	134	4000	
C09907	000	900	134		
C09907	000	900	146	8027	
C09907	000	900	146	8027	
C09907	000	900	146		
C09907	000	900	470	8027	
C09907	000	900	470	8027	
C09907	000	900	470		
C09907	000	900	504	0100	
C09907	000	900	504	0100	
C09907	000	900	504		
C09907	000	900	548	8027	
C09907	000	900	548	8027	

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

IL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
			.00	497.47
	4000		.00	155.77
	4000		.00	155.77
	4061		.00	270.20
	4061		.00	270.20
	8027		.00	5,716.70
	8027		.00	5,716.70
			.00	6,142.67
	4061		.00	53.05
	4061		.00	53.05
	8027		.00	2,407.65
	8027		.00	2,407.65
			.00	2,460.70
	8027		.00	6.90
	8027		.00	6.90
			.00	6.90
	4000		.00	21.50
	4000		.00	21.50
			.00	21.50
	8027		.00	25.94
	8027		.00	25.94
			.00	25.94
	8027		.00	74.01
	8027		.00	74.01
			.00	74.01
	0100		.00	1.20
	0100		.00	1.20
			.00	1.20
	8027		.00	31.70
	8027		.00	31.70

1/14/87

JOB COST SUMMARY
JBJOB/ACTIVITY/OBJ-DETAIL CREW-N
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09907	000	900	548		
C09907	000	900	550	4061	
C09907	000	900	550	4061	
C09907	000	900	550	8027	
C09907	000	900	550	8027	
C09907	000	900	550		
C09907	000	900			
C09907	000	901	001	7364	
C09907	000	901	001	7364	
C09907	000	901	001		
C09907	000	901	504	7363	
C09907	000	901	504	7363	
C09907	000	901	504		
C09907	000	901	504		
C09907	000	901			
C09907	000	940	001	8221	
C09907	000	940	001	8221	
C09907	000	940	001		
C09907	000	940	551	0825	
C09907	000	940	551	0825	
C09907	000	940	551	8027	
C09907	000	940	551	8027	
C09907	000	940	551	8213	
C09907	000	940	551	8213	
C09907	000	940	551	8214	
C09907	000	940	551	8214	
C09907	000	940	551	8215	
C09907	000	940	551	8215	
C09907	000	940	551		
C09907	000	940			
C09907	000				

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
			.00	31.70
	4061		.00	56.00
	4061		.00	56.00
	8027		.00	16.80
	8027		.00	16.80
			.00	72.80
			.00	8,837.42
	7364		.00	99.98
	7364		.00	99.98
			.00	99.98
	7363		.00	9.48
	7363		.00	9.48
			.00	9.48
			.00	109.46
	8221		.00	40.98
	8221		.00	40.98
			.00	40.98
	0825		.00	52.00
	0825		.00	52.00
	8027		.00	728.00
	8027		.00	728.00
	8213		.00	173.00
	8213		.00	173.00
	8214		.00	52.00
	8214		.00	52.00
	8215		.00	104.00
	8215		.00	104.00
			.00	1,109.00
			.00	1,149.98
			.00	10,743.62

900

8946.88

940

1/14/87

JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09907	001		306	0521	
C09907	001		306	0521	
C09907	001		306	8027	
C09907	001		306	8027	
C09907	001		306		
C09907	001		349	8027	
C09907	001		349	8027	
C09907	001		349		
C09907	001				
C09907	001				
C09907	011		199	8027	
C09907	011		199	8027	
C09907	011		199		
C09907	011		300	0521	
C09907	011		300	0521	
C09907	011		300	8027	
C09907	011		300	8027	
C09907	011		300		
C09907	011		304	0521	
C09907	011		304	0521	
C09907	011		304		
C09907	011				
C09907	011				
C09907					

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
0521		.00	90.00-
0521		.00	90.00-
8027		.00	90.00-
8027		.00	90.00-
		.00	180.00-
8027		.00	479.21
8027		.00	479.21
		.00	479.21
		.00	299.21
		.00	299.21
8027		.00	.03
8027		.00	.03
		.00	.03
0521		.00	750.00-
0521		.00	750.00-
8027		.00	98,698.26
8027		.00	98,698.26
		.00	97,948.26
0521		.00	750.00
0521		.00	750.00
		.00	750.00
		.00	98,698.29
		.00	98,698.29
		.00	109,741.12

ORIGINAL 9907

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-3-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BRS-B683(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 10/03/84 To: 9/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
166,368.43	165,889.22	80%	132,711.38	132,711.38	-0-

118

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/03/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PAULINA CREEK BRIDGE SECTION COUNTY ROAD DESCHUTES COUNTY					
	Construction Type Code X080 Structure Br. #16684					
	Final Contract Payment Summary	Lump Sum			$148,514.22	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (750.00)	
	State	All Required			18,125.00	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 17,375.00**	
	TOTAL PARTICIPATING PROJECT COST				**$165,889.22**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 479.21	
	TOTAL PROJECT COST				**$166,368.43**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11/26/86.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	509	1039	296	00	N	9	11,851.55CR	12,836.93CR	12,836.93CR	85	85
	509	1039	298	00	N	9	11,851.55	12,836.93	12,836.93	85	85
	509	1039	900	00	P	1	2,988.13	5,395.31	5,395.31 ← 14988.93	84	85
	509	1039	920	00	P	1	15CR	33.99	33.99	84	85
	509	1039	940	00	P	1	148.00	1,249.00	1,249.00	85	85
	509	1039	942	00	P	1	25.04	337.92	337.92	85	85
	509	1039	944	00	P	1	1.24CR	330.79	330.79	84	85
	509	1039	945	00	P	1	.13CR	27.21	27.21	84	85
	509	1039	946	00	P	1	1.96CR	1.17CR	1.17CR	84	85
	509	1039	948	00	P	1	.03CR	8.30	8.30	85	85
			TOT		P	1	40,475.62	56,447.31	56,447.31		
			** JOB TOTALS **				40,475.62 **	56,447.31 **	56,447.31 **		
CLINE FALLS-NEWCOMB ROAD	CONT NO		FA PROJ NOS RS B710002 100							STATE	
	509	1044	296	00	N	9	24.12CR	24.12CR	24.12CR	85	85
	509	1044	298	00	N	9	24.12	24.12	24.12	85	85
	509	1044	900	00	P	1	314.49	314.49	314.49	85	85
	509	1044	944	00	P	1	4.96	4.96	4.96	85	85
			TOT		P	1	319.45	319.45	319.45		
			** JOB TOTALS **				319.45 **	319.45 **	319.45 **		
YEW AVENUE-STURGEON ROAD	CONT NO		FA PROJ NOS RS B712002 100 SR B712002							STATE	
	509	1045	296	00	N	9	10.71CR	10.71CR	10.71CR	85	85
	509	1045	298	00	N	9	10.71	10.71	10.71	85	85
	509	1045	900	00	P	1	98.37	98.37	98.37	85	85
	509	1045	944	00	P	1	4.96	4.96	4.96	85	85
	509	1045	945	00	P	1	109.35	109.35	109.35	85	85
	509	1045	946	00	P	1	126.64	126.64	126.64	85	85
			TOT		P	1	339.32	339.32	339.32		
			** JOB TOTALS **				339.32 **	339.32 **	339.32 **		
HUDSON SLOUGH BRIDGE	CONT NO 9481		FA PROJ NOS BRS A409003 100							STATE	
	510	1012	201	00	P	1		292.64CR	639,560.26	82	85
	510	1012	201	00	N	1			337.50	83	83
	510	1012	203	00	P	1			3,150.00CR	83	84
	510	1012	296	00	N	9		2,168.86CR	728,135.86CR	82	85
	510	1012	297	00	N	9			130,000.00	82	82
	510	1012	298	00	N	9		2,168.86	598,135.86	82	85
	510	1012	900	00	P	1	.72	12.79	3,712.41	82	85
	510	1012	904	00	P	1	.72CR	104.84	101,279.31	82	85
	510	1012	920	00	P	1			184.39	82	84
	510	1012	928	00	N	1			52.67	82	84
	510	1012	940	00	P	1			3,521.81	82	84
	510	1012	941	00	P	1			37.20	82	84
	510	1012	942	00	P	1			327.33	82	83
	510	1012	944	00	P	1			314.92	82	84

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	508 1063	940	00	P	1			708.79	81	82
	508 1063	941	00	P	1			5.69	81	82
	508 1063	944	00	P	1			814.90	81	82
	508 1063	945	00	P	1			413.26	81	82
	508 1063	946	00	P	1			158.49	81	81
	508 1063	948	00	P	1			212.57	81	82
		TOT	P1					329,683.90		
		TOT	N1					305.92		
		** JOB TOTALS **				**	**	329,989.82 **		
DESCHUTES R (GEN PATCH)BR	CONT NO 9773	FA PROJ NOS RS	B345003	51					STATE	49
	509 1033	201	00	P	1		216,275.05	335,689.45	84	85
	509 1033	201	00	N	9		328,253.92	344,320.42	84	85
	509 1033	203	00	P	1		4,725.00CR	4,725.00CR	84	84
	509 1033	203	00	N	1		1,350.00	1,350.00	85	85
	509 1033	204	00	P	1		1,645.24CR	5,100.00CR	84	85
	509 1033	204	00	N	9		1,580.71CR	4,900.00CR	84	85
	509 1033	296	00	N	9	444.05CR	237,681.51CR	326,021.74CR	84	85
	509 1033	298	00	N	9	444.05	237,681.51	326,021.74	84	85
	509 1033	900	00	P	1	20.53CR	28,122.99	32,819.50	84	85
	509 1033	900	00	N	1		19.37	56.36	84	84
	509 1033	900	00	N	9	19.12CR	26,843.15	31,046.40	84	85
	509 1033	920	00	P	1			8.82	84	84
	509 1033	920	00	N	9			8.47	84	85
	509 1033	940	00	P	1		2,687.34	4,586.81	84	85
	509 1033	940	00	N	9		2,581.96	4,406.94	84	85
	509 1033	941	00	P	1	1.17CR	289.51	289.51	84	85
	509 1033	941	00	N	9	1.12CR	278.16	278.16	84	85
	509 1033	942	00	P	1	2.60CR	767.48	3,642.43	84	85
	509 1033	942	00	N	1		41.11	41.11	84	84
	509 1033	942	00	N	9	2.51CR	776.81	3,539.02	84	85
	509 1033	944	00	P	1	.11CR	25.63	238.99	84	85
	509 1033	944	00	N	9	.10CR	24.63	229.63	84	85
	509 1033	945	00	P	1	55.52	276.41	284.39	84	85
	509 1033	945	00	N	9	53.34	265.58	273.26	84	85
	509 1033	946	00	P	1	4.64CR	1,130.44	1,345.99	84	85
	509 1033	946	00	N	9	4.46CR	1,086.11	1,293.20	84	85
	509 1033	948	00	P	1			624.04	84	84
	509 1033	950	00	P	1	.27CR	61.51	105.22	84	85
	509 1033	950	00	N	9	.27CR	59.09	101.08	84	85
	509 1033	985	00	P	1	.29CR	64.59	64.59	84	85
	509 1033	985	00	N	9	.28CR	62.05	62.05	84	85
		TOT	P1			25.91	243,330.71	369,874.74		
		TOT	N1				1,410.48	1,447.47		
		TOT	N9			25.48	358,650.75	380,658.63		
		** JOB TOTALS **				51.39 **	603,391.94 **	751,980.84 **		
FALCTNA CREEK BRIDGE	CONT NO 9907	FA PROJ NOS BRS	B683002	100					STATE	
	509 1039	201	00	P	1	37,317.96	49,065.96	49,065.96	85	85

FEDERAL APPROPRIATION: 118

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -B636-001									
**********									
F02927									
FED PROJ TOTALS	22,227.84	17,780.73	22,225.91		17,780.73	17,780.73	.00		.00
FEDERAL PROJECT: BRS -B683-001									
**********									
F02927									
C5091931-011	17,589.16	14,071.33	17,589.16						
AGREEMENT TOTALS	17,589.16	14,071.33	17,589.16	80.00	14,071.33	14,071.33	.00		.00
FED PROJ TOTALS	17,589.16	14,071.33	17,589.16		14,071.33	14,071.33	.00		.00
FEDERAL PROJECT: BRS -B683-002									
**********									
F02920									
C09907 -000	10,743.62	4,050.40	10,743.62						
C09907 -001	299.21	.00	.00						
C09907 -011	155,145.60	128,660.98	155,145.60						
AGREEMENT TOTALS	166,188.43	132,711.38	165,889.22	80.00	132,711.38	132,711.38	.00		.00
FED PROJ TOTALS	166,188.43	132,711.38	165,889.22		132,711.38	132,711.38	.00		.00
FEDERAL PROJECT: BRS -0102-002									
**********									
F01245									
C1171946-000	39,767.54	20,102.48	39,767.54						
C1171946-001	369.36	.00	.00						
C1171946-011	9,097.15	18,989.27	9,097.15						
AGREEMENT TOTALS	49,234.05	39,091.75	48,864.69	80.00	48,080.00	39,091.75	.00		.00
FED PROJ TOTALS	49,234.05	39,091.75	48,864.69		48,080.00	39,091.75	.00		.00
FEDERAL PROJECT: BRS -0109-001									
**********									
F01186									

9-7

jc cc: OSHD (Rulien)

STATE COPY 9907

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Deschutes	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
SEP 10 '86	C. O. Fredrickson, Construction Engineer	BRS-B683(2)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
August 5, 1985	April 1, 1986	100 %	August 5, 1985

LOCATION
Paulina Creek Bridge Section of the Paulina-East Lake County Road located approximately 6.5 miles northeast of LaPine.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.

   B. Removal of the existing bridge and construction of Bridge No. 16684. Length: 36 ft. Roadway Width: 31.5 ft.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: R. L. Coats

3. Contract Amount: $147,764.22

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Constr. Engr.

RECEIVED
STATE HWY ENGR
SEP 25 '86

REFER TO Fredrickson
FOR

Mt.	Imp.	R/D	D/R	Sign	Act	File

CO 9/29

NOTED
W. E. SCHWARTZ

FINAL 10-2-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE [illegible]	
TITLE Area Engineer	DATE 9/22/86	TITLE District Engineer B	DATE 9/24/86

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

April 17, 1986

CON 5 - #9907

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9907 awarded to R. L. Coats for work on the Paulina Creek Bridge Section of Paulina-East Lake Road in Deschutes County was completed on November 15, 1985, and accepted by the State Highway Division on April 1, 1986.

Final payment in the amount of $7,417.76 will be released to the contractor after April 22, 1986. The total contract amount is $147,764.22 including $1,172.83 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

9907

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
#9907

TO: Robert Gormsen
Manager, Commission Services

DATE: April 1, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9907 , On Site Work Substantially Completed 8-5-85
All Work Completed	11-15-85
Project	Paulina Creek Bridge
Highway	Paulina-East Lake Road
County	Deschutes
Type of Work	Grading, Paving and Structure
Contractor	R. L. Coats

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-17-86 - Surety letter written.

On report

RECEIVED
APR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

61-125-1387

9907

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: PAULINA CR. BRIDGE	WEEK ENDING: 11/9/85
		SECTION PREFIX: 509-1039
	HIGHWAY: PAULINA-EAST LAKE ROAD	COUNTY: DESCHUTES
NAME OF JOB: PAULINA CREEK BRIDGE	KIND OF WORK: GRADING, PAVING, & STRUCTURES	
CONTRACTOR: R. L. COATS	CONTRACT NUMBER: 9907	FEDERAL AID PROJECT NUMBER: BRS-B683(2)
DATE OF CONTRACT: NOVEMBER 19, 1984	DATE WORK STARTED: X	ESTIMATED COMPLETION DATE: JULY 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: X SUPERVISION: X	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: JULY 31, 1985	PERCENT OF TIME ELAPSED: 110
PROJECT AUTHORIZATION: $170,980.94	ENGINEERING AUTHORIZATION: $13,557.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $157,422.98	ENGINEERING COST TO DATE: $13,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $157,422.94		DATE PROJECT WAS COMPLETED: 8/28/85
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 99 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	12	12			12
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,780 cy	2,175T			326T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

X

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16684							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: PROJECT COMPLETE
SEMI-FINAL SUBMITTED TO REGION NEXT WEEK

SIGNED Jerry C. Thackery LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

7907 (ORIGINAL) 509-1931

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

PAID BY

ADDRESS

CAPITAL BUILDING, SALEM, OR 97310

(For use of Paying Office)

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 11-29-83

TO 10-02-84

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

BRS-B683(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,589.16	$17,589.16	80%	$14,071.33	$14,071.33	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	2-12-85	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 (REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PAULINA CR. (PAULINA LAKE RD) BRIDGE SECTION COUNTY ROAD IN DESCHUTES COUNTY					
	PRELIMINARY ENGINEERING					
	TYPE CODE PE					
	STATE	ALL REQUIRED			$17,589.16	
	TOTAL PARTICIPATING PROJECT				$17,589.16	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 2-14-85.					

AMOUNT CARRIED FORWARD .....

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
504-1965	1 RS	-A737-003 APPR-075	12,252.00	259.39	259.39	88.15	228.65	228.65		
504-1966	1 BRS	-A736-002 APPR-118	26,520.00	564.06	564.06	80.00	451.25	451.25		
505-1901	1# BRS	-A752-001 APPR-118	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
505-1906	1 RS	-A744-001 APPR-075	33,496.00	35,162.29	35,162.29	88.15	30,995.56	30,995.56		
505-1907	1 BHS	-A745-001 APPR-114	15,568.46	19,460.58	19,460.58	80.00	15,568.46	15,568.46		
505-1934	1# RS	-A756-001 APPR-075	28,493.41	33,220.72	33,220.72	85.77	28,493.41	28,493.41		
505-1998	1# BRS	-A743-001 APPR-118	5,808.68	7,260.85	7,260.85	80.00	5,808.68	5,808.68		
506-1977	1 RS	-A432-001 APPR-075	18,510.00	13,803.37	13,803.37	88.15	12,167.67	12,167.67		
506-1979	1# RS	-A426-001 APPR-075	13,513.97	15,488.67	15,330.65	88.15	13,513.97	13,513.97		
506-1984	1 HES	-A431-001 APPR-141	13,202.24	12,093.17	11,951.31	90.00	10,756.18	10,756.18		
506-1986	1 BRS	-A431-002 APPR-118	14,400.00	10,555.79	10,555.79	80.00	8,444.63	8,444.63		
506-1990	1 BRS	-A396-001 APPR-118	20,240.00	16,086.41	16,086.41	80.00	12,869.13	12,839.87		29.26
506-1995	1 BRS	-A416-001 APPR-118	22,560.00	7,059.89	7,059.89	80.00	5,647.91	5,643.61		4.30
507-1936	1 RS	-B373-002 APPR-075	12,341.00	8,737.19	8,737.19	88.15	7,701.83	7,545.14		156.69
507-1938	1 RS	-B381-001 APPR-118	19,440.00	3,652.20	3,652.20	88.15	3,219.41	2,230.05		989.36
507-1939	1 RS	-B380-001 APPR-075	20,538.00	1,826.16	1,826.16	88.15	1,609.76	59.45		1,550.31
507-1940	1 BRS	-B370-001 APPR-118	31,520.00	95.61	95.61	80.00	76.49	76.49		
507-1941	1 BRS	-B381-002 APPR-118	18,320.00	106.73	106.73	80.00	85.38	4.59		80.79
507-1942	1 RRS	-B372-001 APPR-138	3,600.00	4.03	4.03	90.00	3.63	3.63		
508-1925	1# RS	-A301-001 APPR-075	42,169.29	49,602.33	49,165.55	85.77	42,169.29	42,169.29		
508-1929	1# PMS	-000S-104 APPR-140	1,933.42	1,933.42	1,933.42	100.00	1,933.42	1,933.42		
509-1910	1# RS	-B345-002 APPR-075	60,137.16	68,689.39	68,221.39	88.15	60,137.16	60,137.16		
509-1927	1 RS	-B349-002 APPR-075		211.91		88.15				
509-1928	1 BRS	-B355-001 APPR-118	16,400.00	23,546.61	23,546.61	80.00	18,837.29	16,400.00	2,437.29 8	
509-1931	1# BRS	-B683-001 APPR-118	14,071.33	17,589.16	17,589.16	80.00	14,071.33	14,071.33		
509-1936	1 RS	-B710-001 APPR-075	6,170.00	2,002.94	2,002.94	88.15	1,765.59	1,765.59		

	509	1928	296	00	N	9		8,316.16CR		16,400.00CR
	509	1928	298	00	N	9		8,316.16		16,400.00
	509	1928	901	00	P	1	149.78	1,275.01		4,437.23
	509	1928	905	00	P	1	41.07	782.45		3,514.47
	509	1928	906	00	P	1				32.53
	509	1928	909	00	P	1	132.47	4,043.88		4,889.68
	509	1928	910	00	P	1				218.66
	509	1928	913	00	P	1		362.33		362.33
	509	1928	918	00	P	1	96.65	186.09		974.76
	509	1928	920	00	P	1		19.18		130.17
	509	1928	922	00	P	1		10.41		10.41
	509	1928	926	00	P	1				1,763.76
	509	1928	927	00	P	1	82.95	4,397.86		5,001.01
	509	1928	932	00	P	1		25.37		45.32
	509	1928	933	00	P	1				98.33
	509	1928	937	00	P	1		1,087.66		2,107.95
			TOT		P1		502.92	12,190.24		23,546.61
			** JOB TOTALS **				502.92 **	12,190.24 **		23,546.61 **

PAULINA CK(PAULINA L. RD)B CONT NO * FA PROJ NOS BRS B683001 100 STATE

	509	1931	296	00	N	9	121.22CR	9,336.97CR		14,071.33CR
	509	1931	298	00	N	9	121.22	9,336.97		14,071.33
	509	1931	901	00	P	1	24.00	24.00		4,653.11
	509	1931	905	00	P	1		2,528.52		2,528.52
	509	1931	906	00	P	1		166.73		257.38 To 927
	509	1931	909	00	P	1		423.39		597.13
	509	1931	918	00	P	1				159.29
	509	1931	920	00	P	1		197.73		308.71
	509	1931	921	00	P	1	322.58	1,244.64		1,244.64 To 929
	509	1931	922	00	P	1	8.33CR	36.09		36.09
	509	1931	923	00	P	1				72.68
	509	1931	926	00	P	1		272.15		1,681.11
	509	1931	927	00	P	1		3,516.89		3,759.98 4017.28

17,589.16
(5,261.92) FHWA BR
12,327.24

2465.45

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	509 1931	933	00	P	1		88.13	88.13
	509 1931	937	00	P	1		2,202.47	2,202.47
	509 1931	950	00	P	1	186.73CR	161.53CR	
		TOT		P1		151.52	10,539.21	17,589.16
		** JOB TOTALS **				151.52 **	10,539.21 **	17,589.16 **

CLINE FALLS-NEWCOMB ROAD CONT NO FA PROJ NOS RS B710001 100 STATE

	509	1936	296	00	N	9	471.64CR	1,125.34CR		1,125.34CR
	509	1936	298	00	N	9	471.64	1,125.34		1,125.34
	509	1936	901	00	P	1		741.58		741.58
	509	1936	905	00	P	1	34.31	257.82		257.82
	509	1936	910	00	P	1	188.30	188.30		188.30

December 5, 1984

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 5

#9907

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9907 for work on the Paulina Creek Bridge Section of Paulina-East Lake Road in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Will Robertson

R. L. COATS, General Contractor
63285 SKYLINE RANCH ROAD • BEND, OREGON 97701 • 382-2166 or 382-5368

October 26, 1984

Robert W. Gormsen
Room 121 Transportation Bldg.
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadvantaged Business Enterprise and Women Business Enterprise Participation

Dear Mr. Gormsen:

The following Disadvantaged and Women owned business enterprises will be employed as subcontractors on the Paulina Creek Bridge on the Pauline-East Lake Road.

Disadvantaged Business Enterprise Goals	5%
Women Business Enterprise Goals	1%

EMW CONSTRUCTION
20008 Alderwood Circle
Bend, Oregon 97702
(503) 389-1558
Subcontract for bridge work.

Item No.	Item	Unit	Quantity	Unit Price	Total Price
001	Mobilization	Lump sum		1,000.00	1,000.00
024	Structural Concrete Class 3300	Lump sum	All	19,440.00	19,440.00
025	Reinforcement	Lump sum	All	5,778.00	5,778.00
	TOTAL				$26,218.00

PACIFIC NORTHWEST GAURDRAIL & SUPPLY
3904 N. E. Union Avenue
Portland, Oregon 97212
(503) 287-2121
Subcontract guardrail & delineators.

Item No.	Item	Unit	Quantity	Unite Price	Total Price
001	Mobilization	Lump sum		3,000.00	3,000.00
005	Temporary Guard Rail, Type 2A Reflectorized	Lin. Ft.	850	8.85	7,522.50
006	Temporary Delineators	Each	5	20.00	100.00
015	Guard Rail, Type 2A	Lin. Ft.	150	13.50	2,025.00
016	Guard Rail, Type 3	Lin. Ft.	100	21.00	2,100.00
017	Guard Rail Anchors, Type 1	Each	4	285.00	1,140.00
018	Rail End Pieces, Type C	Each	4	90.00	360.00
	TOTAL				$16,247.00

Sincerely,

R. L. Coats

RLC/wm

RECEIVED
OCT 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Fanning

Corroon & Black of Oregon

Insurance/Surety Bonds
1600 S.W. Fourth Avenue
P.O. Box 8699
Portland, Oregon 97207
503/224-4155 Telex No. 360-546

November 26, 1984

Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: R. L. Coats
Contract No. 9907

Gentlemen:

Please find enclosed two sets of executed Contract and Bond documents for the above contract for Paulina Creek Bridge Section of the Paulina-East Lake Road in Deschutes County.

Very truly yours,
CORROON & BLACK OF OREGON

Lynn Harris

Lynn Harris
Surety Department

Enclosures
cc R. L. Coats

RECEIVED
NOV 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9957

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration — FEDERAL-AID PROJECT AGREEMENT	STATE: Oregon
11-287		COUNTY: Deschutes
		PROJECT NO.: BRS-0583(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pauline Creek Bridge #03C62-F06-00300

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-84	0.12
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 170,980.00	$ 136,784.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Hobbs

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilson

Date executed by Division Administrator NOV 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon November 16, 1984

Federal Aid Project No. BRS-B683(2)

Paulina Creek Bridge Section
County Road
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Br. #16684)

Mobilization	Lump Sum	All	Lump Sum	$	10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		12,000.00
Temporary Signs	Sq. Ft.	200	5.00		1,000.00
Temporary Barricades	Each	2	50.00		100.00
Temporary Guard Rail, Type 2A Reflectorized	Lin. Ft.	850	10.00		8,500.00
Temporary Delineators	Each	5	20.00		100.00
Flaggers	Hour	50	10.00		500.00
Embankment in Place	Cu. Yd.	1,141	4.00		4,564.00
Toe Trench Excavation	Cu. Yd.	60	10.00		600.00
Stone Embankment	Cu. Yd.	639	12.00		7,668.00
Detour Removal Excavation	Cu. Yd.	593	4.00		2,372.00
1"-0 Aggregate Base	Ton	2,175	8.00		17,400.00
Class "C" Asphalt Concrete	Ton	326	40.00		13,040.00
24-inch Culvert Pipe	Lin. Ft.	36	20.00		720.00
Guard Rail, Type 2A	Lin. Ft.	150	15.00		2,250.00
Guard Rail, Type 3	Lin. Ft.	100	21.00		2,100.00
Guard Rail Anchors, Type 1	Each	4	300.00		1,200.00
Rail End Pieces, Type C	Each	4	100.00		400.00
Extra for Asphalt Approaches	Each	4	200.00		800.00
Loose Riprap, Class 100	Cu. Yd.	110	15.00		1,650.00
STRUCTURE					
Bridge Removal Work	Lump Sum	All	Lump Sum		4,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		6,000.00
Structure Excavation	Cu. Yd.	280	10.00		2,800.00
Structural Concrete, Class 3300 (81 CY @ $236.85)	Lump Sum	All	Lump Sum		20,000.00
Reinforcement (10,700 Lbs. @ 0.53)	Lump Sum	All	Lump Sum		6,000.00
4'x35'/40' Prestressed Slabs	Each	8	2,100.00		16,800.00
Metal Rail with Tubing	Lin. Ft.	88	50.00		4,400.00
				$	146,964.00

Anticipated Items

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 1,465.00
Temporary Pavement Striping	Lump Sum	All	Lump Sum	1,415.00
Roadside Seeding & Mulching	Lump Sum	All	Lump Sum	800.00
				$ 3,680.00
			Subtotal	$ 150,644.00
			Engineering	20,336.00
			Total	$ 170,980.00

Length of Project 0.12 mi.

Federal Funds (80%)		$ 136,784.00
County Funds		34,196.00
	Total	$ 170,980.00

Group 1 100%
Contract No. 9907
Prefix: 509-1931 (P.E.)
509-1039 (Const.)
Appn Code 118

1707

October 29, 1984 PRO

Mr. Neil Hudson
Director of Public Works
61160 S.E. 27th
Bend, OR 97720

Dear Mr. Hudson:

Subject: Paulina Cr. (Paulina Lake Rd.) Br.
Deschutes County
Project No. BRS-B683(2)

On October 25, 1984 the Highway Division received a satisfactory bid from R.L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97709, for the subject project.

This project is a Highway Bridge Replacement (HBR) project, and as per our Agreement No. 7959, the county is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$146,964.00
Anticipated Items	3,680.00
SUBTOTAL	$150,644.00
Contingencies (4 1/2%)	6,778.98
Engineering (9%)	13,557.96
TOTAL CONTRACT COST	$170,980.94
Less Federal Funds	(136,784.75)
COUNTY'S SHARE (20%)	$ 34,196.19
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 34,200

We will award the contract when we receive your advance deposit in the amount of $34,200, which should arrive no later than November 16, 1984. You may use one of the three options for payment described in the attachments.

Very truly yours,

clc
Received
11-19-84
mks

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc: w/AD #84-129
Roger Lang, Region 5
Vern Skoog - Please return completed AD #84-129 when advance deposit is received.

9407

Core 19-1
Paulina a
Cr.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-B683(2)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:

5. ITEM NO.: 40098

2A. COUNTY NAME: Deschutes

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT. HWY ENG.
OCT 9 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Design | Ct

7. DATE AUTHORIZATION EFFECTIVE: 10/3/84

8. FEDERAL ROUTE NUMBER: Secondary B683

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Paulina Creek Bridge #09C62-F06-00300 Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 10/1/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $190,000; Federal Funds $152,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9/13/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	D. K. Hoosner	for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

1907 Deshutes

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: September 13, 1984

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening October 11, 1984

Federal-aid Project No. BRS-B683 ( ) Highway No. 509

Federal-aid Project Name Paulina Creek Bridge No. 16684

County Deschutes

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[ ] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[X] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RECEIVED
ROAD DESIGN SECTION

Versteeg ✓
Anderson
Adams
Trout
Wakerlin

RH:jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

01-188-1067

1. Section 9907 Paulina Creek Bridge — Programming Estimate $ 150,000-
Highway Paulina - East Lake Road — Project Length 0.12
County Deschutes — Completion Time ALL = 120CD or FIXED DATE
Kind of Work Grading, Paving & Structure — Est. Comp. Date 6/30/85
Prefix 509-1931 — Letting Date October 11, 1984 — Project No. BRS-B683(2)

RECV'D 9/6/84 @ 4:45 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 158,551.50

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1465.00	
Temporary Pavement Striping	1415.00	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	800.00	$ 3680.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages	—	
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		
Subtotal		$ 162,231.50
Contingencies (4-1/2%)		7300.42
Engineering (8, (9), 10%)		14600.84
Subtotal		$ 184,132.76
Credit for _____		
Estimated Net Authorization, Construction . . . Revised 9/6/84 DRC		$ 184,132.76

APPROVED

_____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET	OF
PAULINA CREEK BRIDGE	DESCHUTES	1	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
GRADING, PAVING & Structure			8/20/84	CHURCHILL

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 8-23-84					
	THIS ENGINEERING ESTIMATE IS PRICED FOR LETTING 10-11-84					
1	Mobilization		All	All	-	17 000 ~~16 000~~
2	Temporary Protection and Direction of Traffic		All	All	-	5000.00
3	Temporary Signs		Sq. Ft.	200	6.00	1200.00 ✓
4	Temporary Barricades		Each	2	70.00	140.00 ✓
5	Temporary Guard Rail, Type 2A Reflectorized		Lin. Ft.	350	7.00	5950.00 ✓
6	Temporary Delineators		Each	5	18.00	90.00 ✓
7	Flaggers		Hour	50	17.00	850 ✓
	ROADWORK					
8	Embankment in Place		Cu. yd.	1141	7.50	8557.50
9	Toe Trench Excavation		Cu yd	60	15	900 ✓
10	Stone Embankment		Cu. yd.	~~660~~ 639	8	~~5 280~~ 5112.00 ✓
	~~Trench Excavation~~		~~Cu. yd.~~	~~15~~		
11	Detour Removal Excavation		Cu. yd.	593	7	4151 ✓
12	1½-0 Aggregate Base		Ton	2175	11	23 925 ✓
13	Class "C" Asphalt Concrete		Ton	~~455~~ 326	40	~~18 200~~ 13 040 ✓
14	24-inch Culvert Pipe		Lin. Ft.	36	30	1 080 ✓
15	Guard Rail, Type 2A		Lin. Ft.	150	15	2250 ✓
16	Guard Rail, Type 3		Lin. Ft.	100	30	3000 ✓
17	Guard Rail Anchors, Type 1		Each	4	350	1400 ✓

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET	OF
PAULINA CREEK BRIDGE	DESCHUTES	2	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving & Structure			8/21/84	L. CHURCHILL

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
18	Rail End Pieces, Type C		Each	4	85	340 ✓
19	Extra for Asphalt Approaches		Each	~~4~~ 8	200	~~800~~ ~~200~~ ✓
20	Loose Riprap, Class 100		Cu.yd.	110	25	2750 ✓
	STRUCTURE					
21	Bridge Removal Work		All	All		3000.00
22	Shoring, Cribbing, Etc.		All	All		5000.00
23	Structure Excavation		Cu.yd.	~~280~~ 250	12.00	~~3360.00~~ ~~3000.00~~
24	Structural Concrete, Class 3300 (B1cy.@ 236.85)		All	All		19185.00 ~~18,000.00~~
25	Reinforcement (10700 lbs @ 053)		All	All		5671.00 ~~4000.00~~
26	4' x 35'/40' Prestressed Slabs		Each	8	2500.00	20,000.00
27	Metal Rail with Tubing		Lin.Ft.	88	45.45	4000.00
						~~157,866~~
						138551.50

734-1736 (REV. 2-84)

7107 - 50181

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Detail & Summary
3	Plan & Profile

REGISTERED PROFESSIONAL ENGINEER 4861 OREGON JULY 9, 1965 DONALD B. ADAMS

STATE

DEPARTMENT O

STATE HI

PLANS FO

PAULINA CRE

PAULINA

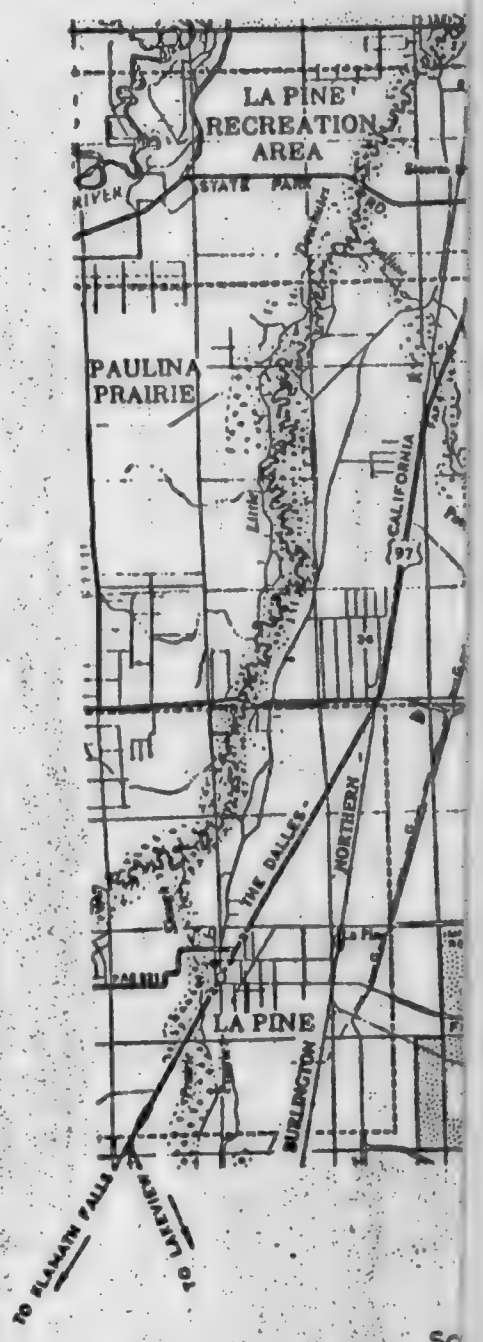
DES

DESCHUTES COUNTY DEPARTMENT OF PUBLIC WORKS

APPROVED AS NOTED. August 29, 1984

Neil K. Hudson By: OP

BY: Neil K. Hudson, Director of Public Works



Sc

7707

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: August 17, 1984 DES 23
16684

FROM: ORIGINAL SIGNED
K. A. KAMADOLI
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Pauina Creek Bridge
Paulina Lake Road
Deschutes County
BR 16684

Attached are two reduced prints of Drawings 39839 through 39841 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 87,200
Structure	62,700
Engineering and Contingencies	30,000
TOTAL	$179,900

It is planned to call for bids on this section on October 11, 1984.

Please make a field review and return one set by August 31 with your comments and corrections noted.

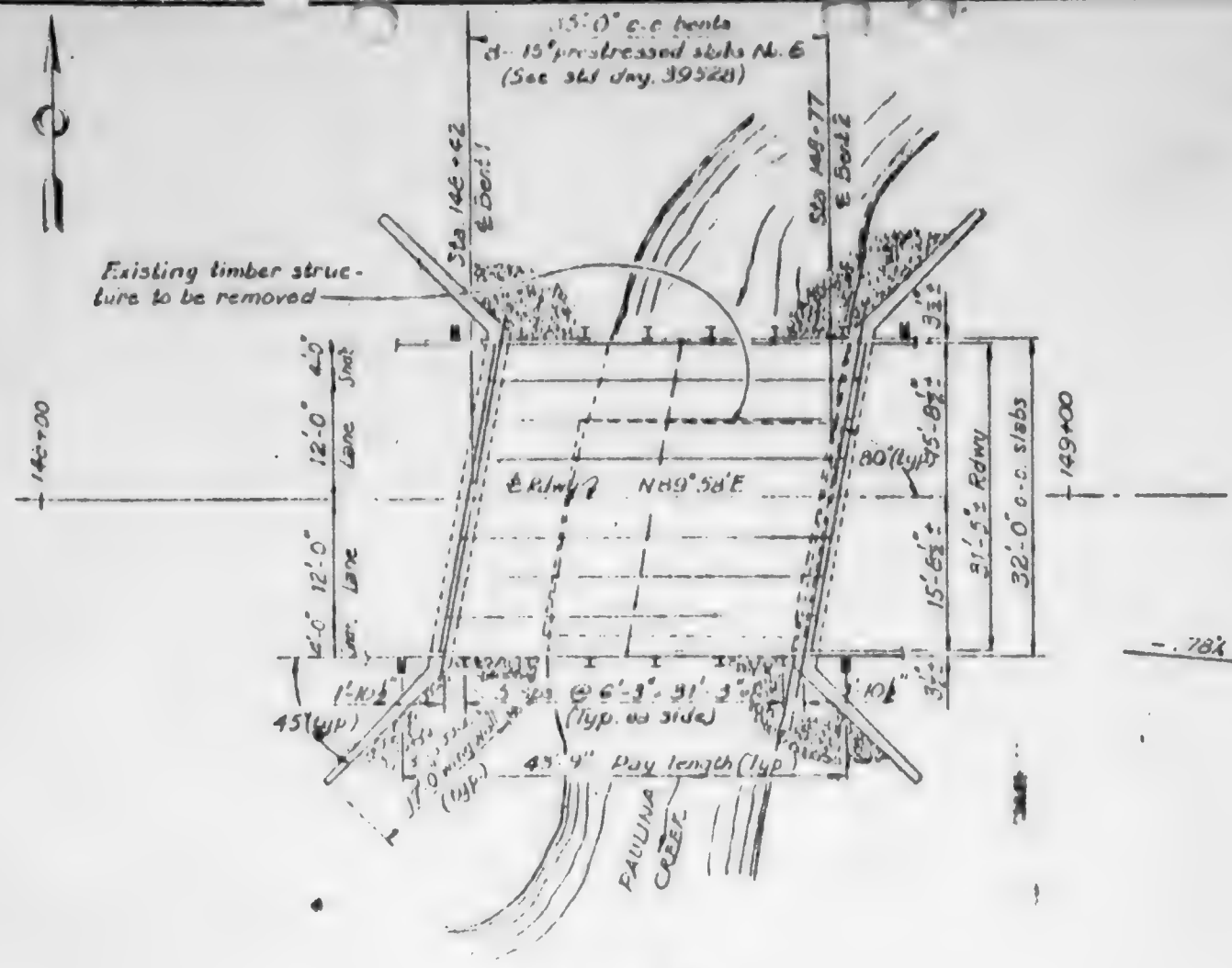
GDA:jrb

cc: Neil Hudson, Department of Public Works, Deschutes County /w/ 2
H. A. Schell, FHWA /w/ 2
Specifications /w/ 1 plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1
Utilities /w/ 1
Program Section
Road Design /w/ 1
Will Robertson, Project Manager /w/ 1

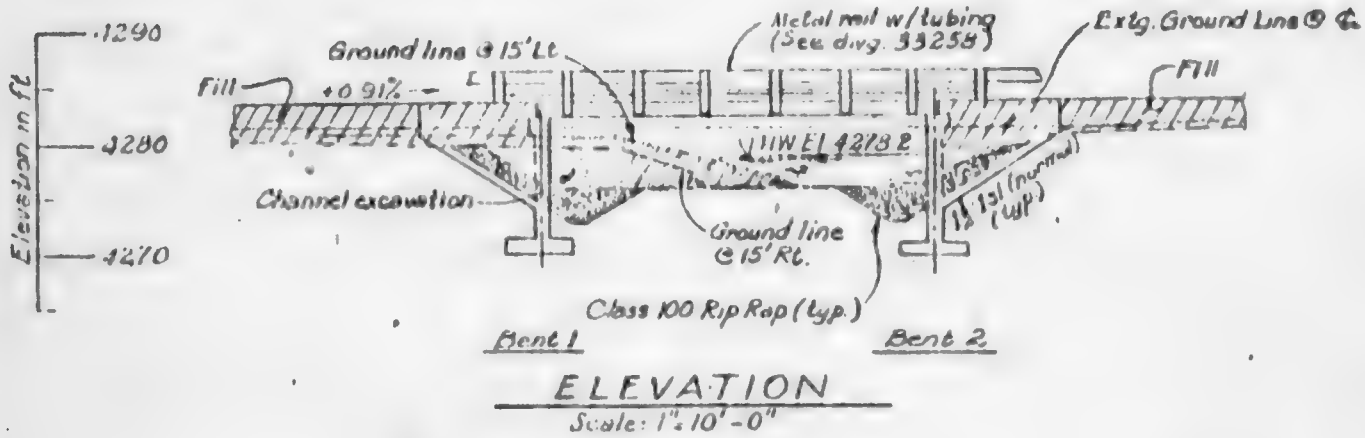
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 17 1984
REFER TO SCHULTZ
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

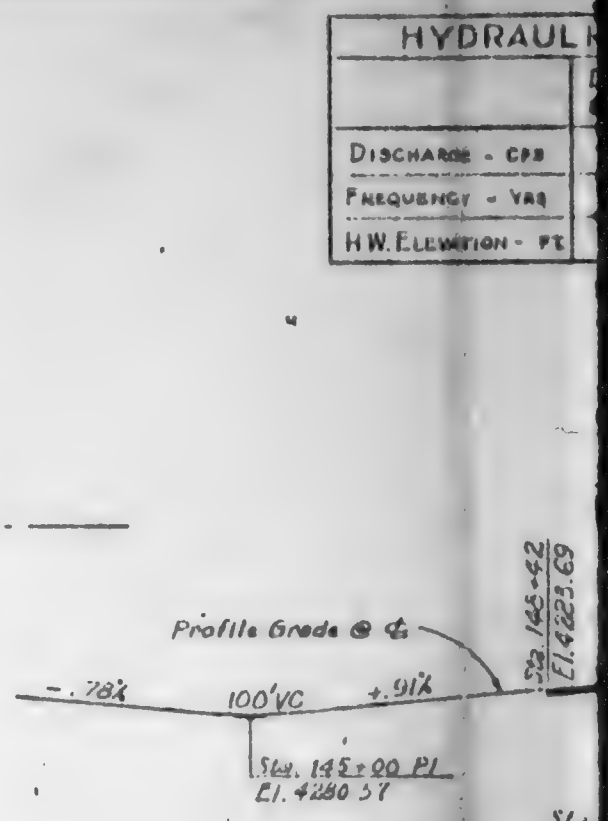
9907 8-7-84



PLAN
Scale: 1" = 10'-0"



ELEVATION
Scale: 1" = 10'-0"



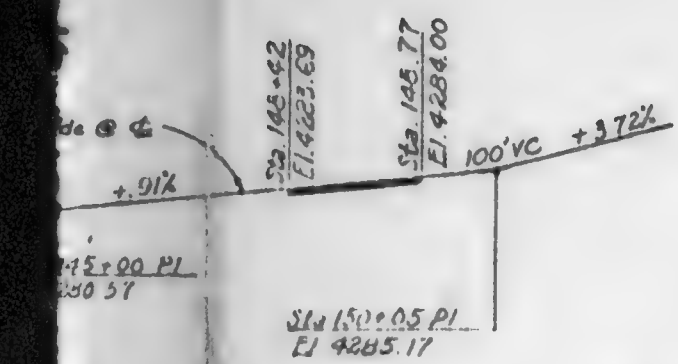
Approved As Designed
Deschutes County

Neil K. Hudson
Director of Public Works
Dated: 8-7-84

HYDRAULIC DATA		
	DESIGN FLOOD	BASE FLOOD
DISCHARGE - CFS	381	527
FREQUENCY - YRS	25	100
H.W. ELEVATION - FT	4278.2	4278.6

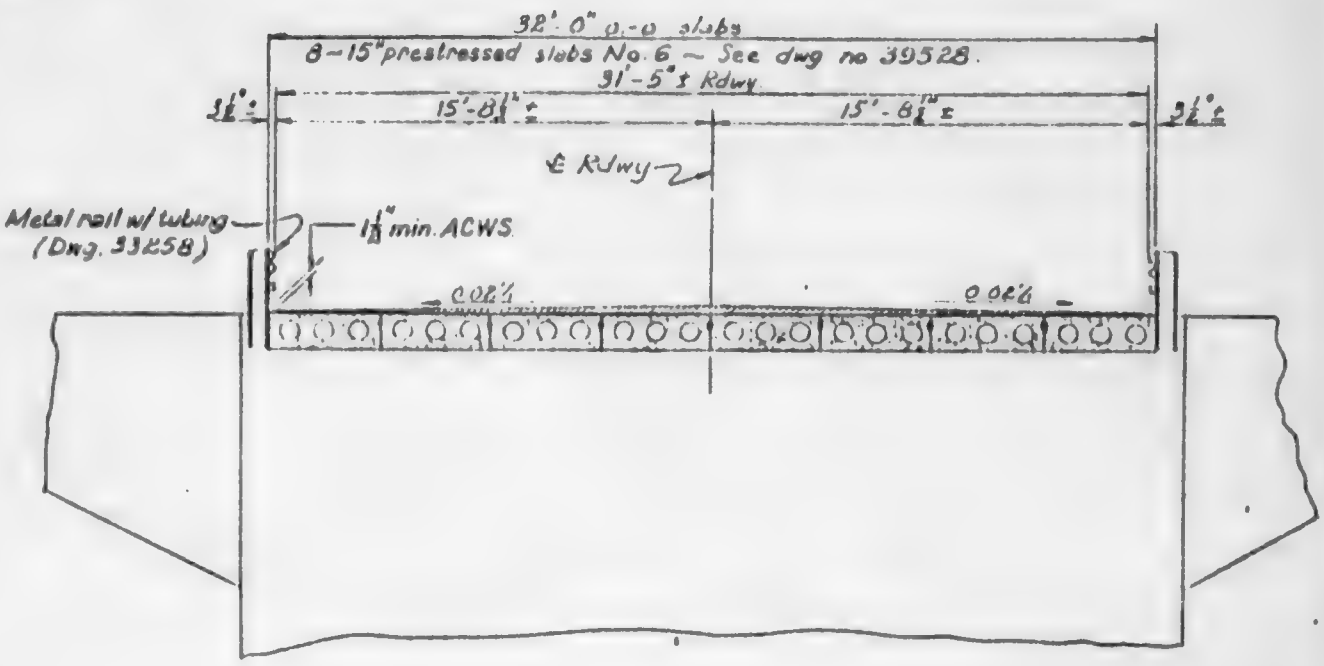
VICINITY MAP

No Scale



DE LINE DIAGRAM

No Scale



TYPICAL SECTION

Scale: ¼"=1'-0"

APPROVED: P.E. BRIDGE ENGINEER P.E. ASST STATE HIGHWAY ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED GLENN D. AULKNATHY. DRAWN AN M. TRUONG CHECKED REVIEWED REVIEWED CALC BOOK	PAULINA CREEK BRIDGE PAULINA CREEK BRIDGE SECTION PAULINA LAKE ROAD DESCHUTES COUNTY
DATE / REVISION	PRELIMINARY PLAN & ELEVATION
	ACCOMPANIED BY DWGS.
	DATE BRIDGE NO. 16684 / SHEET 1 OF 1 / DRAWING NO. 39578

7707

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region IV Engineer

ATTN:
John Hagedorn

DATE: July 31, 1984

DES 23
16684

FROM: ORIGINAL SIGNED
K. A. KAMADOLI
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT:
Paulina Creek Bridge
Paulina Lake Road
Deschutes County
BR 16684

Attached are four reduced prints of Drawings 39578 and 39475 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels and membrane waterproofing have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 83,473
Structure	64,100
Engineering and Contingencies	29,515
TOTAL	$177,088

Please use these prints to obtain the approval of Deschutes County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on October 11, 1984.

GDA:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1 set plus 2 sets Foundation Report and Hydraulics Report
Road Design /w/ 1
Program Section /w/ 1
Environment (M. Banks) /w/ 1

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
AUG 1 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO Stolte
FOR _____

81-725-1387

9907

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

7-11-84

REVIEWED
LEGAL COUNSEL

Subject: Federal Aid Project No. BRS-B683(1)
Project Name Paulina Creek Bridge - Paulina Lake Road
Deschutes County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by thecountyin accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 11 day of July, 1984

County of Deschutes

Attest:
Annette Pearson
Recording Secretary

Certified By:

Regional Right-of-Way Supervisor
Date 8-1-84

Albert A Yaun
County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. _____

7707

STATE OF OREGON

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO: MEMO TO THE FILES

DATE: July 3, 1984

FROM: Joseph W. Fields
Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Paulina Creek (Paulina Lake Road) Br.
Paulina Lake Road, FAS B683
Deschutes County

A Surfacing Design of 3 inches of A.C. and 12 inches of aggregate base was proposed for the subject section.

I concur that this design is adequate for this project.

JWF:js

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Program Section ✓
Region Federal Aid Specialist

125-1387

PROGRAM SECTION
JUL 6 84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO LOC GOV.
Circle one R/D D/R
Act File Info File

9907

December 15, 1983

PRO

Mr. Nell Hudson
Director of Public Works
61160 SE 27th
Bend, OR 97702

Dear Mr. Hudson:

SUBJECT: P.E. Advance Deposit
Paulina Creek (Paulina Lake Rd.) Br. #9062
Deschutes County

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total Est. PE Cost	$18,500
Less Free Bridge Design and Spec's	5,200
	$13,300
Less Federal Funds	10,640
County Share of Costs	$ 2,660

Please make this advance deposit in the amount of $2,660.00 and submit by one of the three methods on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

HM:pf
Attachment

bcc w/AD #83-125: John Hayesdorn, Region 4
Vern Skoog-Please return completed AD #83-125
when advance deposit is received.

1-1-1

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
BRS-B683(1)	See Below

Paulina

3. FROM	4. PROGRAM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division 11-29-83	5. ITEM NO. 40098	Deschutes

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/29/83	Secondary B683	County Road

10. GENERAL LOCATION:

Paulina Creek (Paulina Lake Road) Bridge #9C-62

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

TEC $18,500
F.F $14,800

13. REMARKS

As requested by Mr. Swan's PEA dated 11/21/83.

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cnight 12/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9707

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANS, RTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 5 mi. N.E. of LaPine "Paulina Cr. (Paulina Lake Rd.) Br."	118	40098	BRS-B683(1)	B683	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Deschutes Code 017

A-95 Review:

State Cl. Ho. ..... Exempt X Date Approved _____

Dist. 10 Cl. Ho. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 9-21-83

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Structure No. 9C-62.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 18,500
80%	FF	$ 14,800
	STATE	$ ----
	Co.	$ 3,700

For PR-37:
Field Phase $ _____
PS&E Phase $ _____

REMARKS:
1) Enclosed is a copy of Part 1, 2 & 4 of the Project Prospectus & Project Map.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 30.1.
3) State-County Const.-Finance Agreement No. 7959, dated 11-7-83.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-21-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

CoN 19-1
-Paulina
Cr

November 8, 1983

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

AGR 4-2

Attention: Mary Sue Penhollow
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7959

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for replacement of the Paulina Creek (Paulina Lake Road) Bridge (Bridge No. 9 C 62) on FAS Route No. 8683.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure

bc: Gary Potter (agree. att.)

7907 10-21-83

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#.

SECTION: Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION: 4

SURVEY AUTHORITY FAS 663

AUTHORIZATION NO.: 1

PREFIX: 509-1931

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100	927 FREE BRIDGE DESIGN					2
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 18,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRS-B 623(1)

LOCATION ENGINEER'S REMARKS

Versteeg ✓
Anderson
Adams Lyle
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlin

RECEIVED
DEC 15 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Approved by Hwy Engr 7-5-83

PREPARED BY: [signature]	DATE: 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 10-21-83
RECOMMENDED, REGION ENGINEER: X [signature]	DATE: 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature]	DATE: 10-21-83
RECOMMENDED, LOCATION ENGINEER: X	DATE:	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 11-29-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION: 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
				0.04 mi.

☐ URBAN ☒ RURAL | CITY: | COUNTY: Deschutes | ROAD/STREET NAME: Paulina Lake Road

ROUTE #: | FEDERAL AID #: FAS B 683 | APPLICANT (IF OTHER THAN STATE): Deschutes County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 18.5 ~~14.~~	
RIGHT OF WAY	$ 0.	
ROADWAY	$ 35.	
STRUCTURES	$ 44	
SIGNALS	$ ~~44.~~	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ ~~8~~ 2.	
	$	
40% ENGINEERING & CONTINGENCIES	$ 32.	
TOTAL CONSTRUCTION	$ 119 ~~113.~~	
TOTAL ESTIMATE	$ 137.5 ~~127.~~	

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	Const. Easement from USFS 1
ACRES	(#)	0.07
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	*S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING: RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85 | RECOMMENDED FUNDING SOURCE: HBR | RECOMMENDED PROGRAM YEAR: 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	500	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing bridge is structurally deficient and functionally obsolete.

PROPOSED SOLUTION

Replace with precast concrete slab bridge.

REQUESTED, REGION ENGINEER: X [signature] DATE 7/25/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X | DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION

4

PROJECT JUSTIFICATION

Approved for HBR program under delegated authority of State Highway Engineer, July 5, 1983.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED	55	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					2'			12'	×	12'			2'				
					4'			12'		12'			4'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Stone base	12"				
Asphalt conc.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	28	32	$43,500.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Paulina Creek (Paulina Lake Road) Bridge #9C62

REGION

4

ESTIMATED RIGHT-OF-WAY IMPACTS

A proposed temporary detour, adjacent to the existing bridge, will require a temporary construction easement of approximately 0.2 acres. The project is in U.S.F.S. land. The County will acquire from the U.S. Forest Service.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The new wider structure will enhance safety. No change in traffic volumes and patterns.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Some minor disturbance of Paulina Creek during construction. No long term impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Safer access to Newberry Crater area and its resources.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

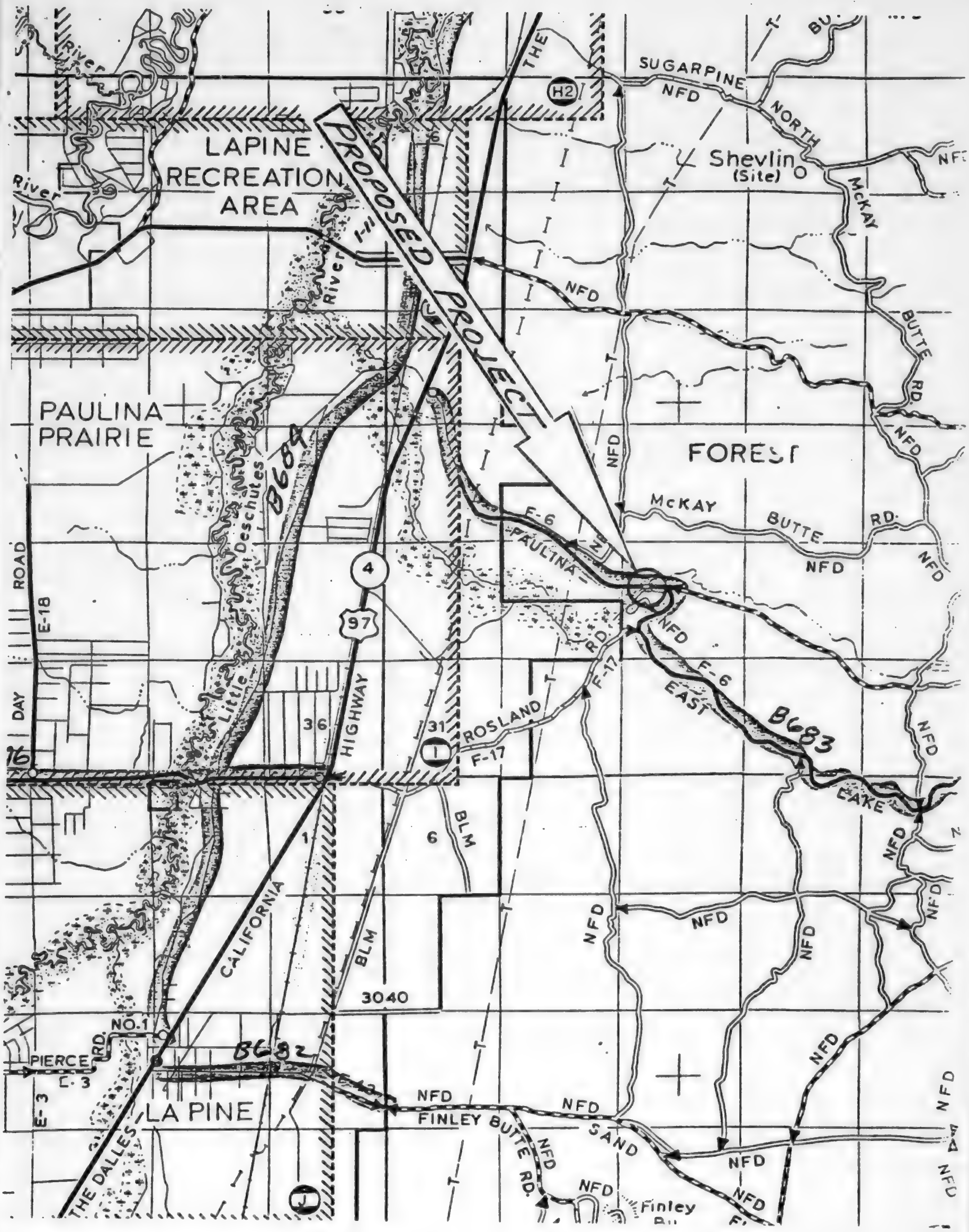
- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Only minor right-of-way (an 0.2 acre construction easement is required. Impacts would be minimal. The project is of a type normally classified as Categorical Exclusions.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X J.R. Hazelton	388-6185	September 21, 1983


PROPOSED PROJECT
LAPINE RECREATION AREA
PAULINA PRAIRIE
FOREST
Shevlin (Site)
LA PINE
SUGARPINE
NFD
NORTH
McKAY
BUTTE
RD.
McKAY BUTTE RD.
E-6
PAULINA
EAST
BG83
BG82
ROSLAND
F-17
HIGHWAY
97
CALIFORNIA
BLM
3040
NO.1
PIERCE
E-3
FINLEY BUTTE RD.
SAND
Finley
Deschutes
Little
DAY
THE DALLES
LAKE
River

CON 19-1
Paulina Creek

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 13, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Paulina Creek (Paulina Lake Road) Br.
Paulina Lake Road
Deschutes County
BRS-B683(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

CONCUR:
9/21/83
for Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
September 23, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Dale Allen
John Hagedorr
Rolland VanCleave
Robert Lammert
Don Keyes

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Paulina Creek (Paulina Lake Road) Bridge #9C62

REGION

4

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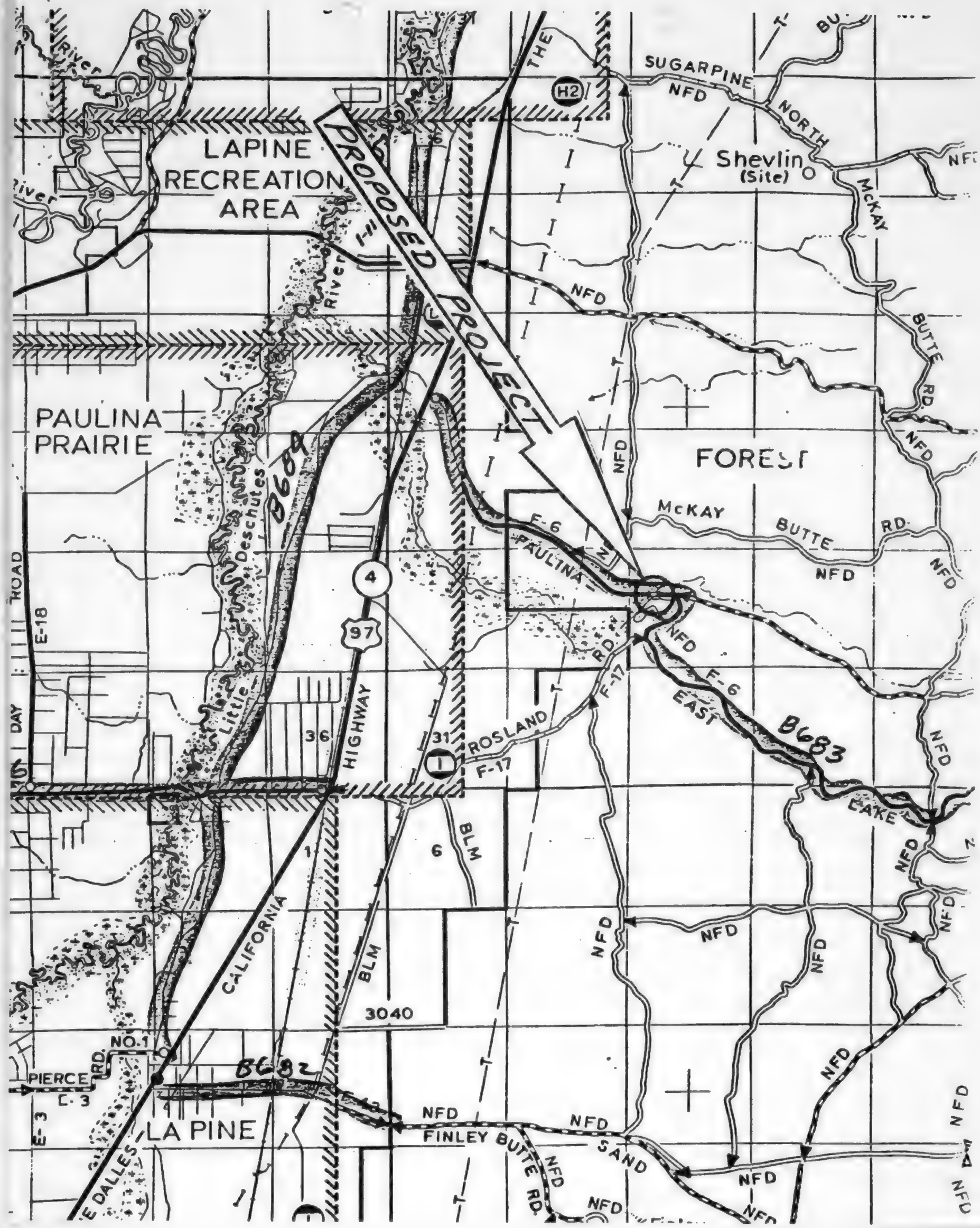
PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X [signature]	388-6185	September 21, 1983


LAPINE
RECREATION
AREA
PROPOSED PROJECT
PAULINA
PRAIRIE
FOREST
Shevlin
(Site)
SUGARPINE
NFD
NORTH
McKAY
BUTTE
RD.
NFD
McKAY
BUTTE
RD.
NFD
NFD
NFD

1967

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

7-25-83

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION 4

AUTHORIZATION NO. | PREFIX | DATE

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	300		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	3,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$ 7,300.	$
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 7/25/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Paulina Creek (Paulina Lake Road) Bridge #9C62

REGION

4

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RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X J.K. Hazelbaker	388-6185	9-21-83

PROJECT PROSPECTUS

PART 2 (OJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION

4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED	DESIGN STANDARDS
						55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2'			12'	×	12'			2'				
				4'			12'		12'			4'				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Stone base	12"				
Asphalt conc.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	28	32	$43,500.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION

4

PROJECT JUSTIFICATION

Approved for HBR program under delegated authority of State Highway Engineer, July 5, 1983.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 1 (ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Paulina Creek (Paulina Lake Road) Bridge #9 C 62

REGION: 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
				0.04 mi.

☐ URBAN ☒ RURAL | CITY | COUNTY: Deschutes | ROAD/STREET NAME: Paulina Lake Road

ROUTE # | FEDERAL AID #: FAS B 683 | APPLICANT (IF OTHER THAN STATE): Deschutes County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 14.
RIGHT OF WAY		$ 0.
ROADWAY	$ 35.	
STRUCTURES	$	
SIGNALS	$ 44.	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2.	
	$	
40% ENGINEERING & CONTINGENCIES	$ 32.	
TOTAL CONSTRUCTION		$ 113.
TOTAL ESTIMATE		$ 127.

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	Const. Easement from USFS 1
ACRES	(#)	0.07
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	*S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR): 1/85 | RECOMMENDED FUNDING SOURCE: HBR | RECOMMENDED PROGRAM YEAR: 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	500	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing bridge is structurally deficient and functionally obsolete.

PROPOSED SOLUTION

Replace with precast concrete slab bridge.

REQUESTED, REGION ENGINEER: X [signature]	DATE: 7/25/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

9907

FEDERAL AID PROJECT REQUEST

Date: July 22, 1983

Applicant Agency Deschutes County
Request for: Off System ____, FAS-C (HBR), FAUS ____, Project
Federal Aid Route No. B 683 Route Name Paulina Lake Road
Project Name
Paulina Creek (Paulina Lake Road) Bridge #9 C 62

Project Length 0.04 Project Location (attach sketch map)
Project Description Replace deficient bridge, reconstruct approaches and install guardrail.

Average Daily Traffic 500--1980 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' Travel Lanes 12' Shoulders 1' Paved; 1' Gravel
Medians No Parking No
Sidewalks No
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 12' Shoulders 4' Paves
Medians No Parking No
Curbed No Length Curb Radii --
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 66' Minimum 66' Maximum 66'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks County will acquire, at no cost, construction easement for detour from U.S.F.S.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? APPLICANT

4. Permanent Striping:

Include in project or by applicant? APPLICANT

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 2.9 miles easterly from U.S. 97, M.P. 161.8
Type Wooden-single span w/concrete abutments
Approach Roadway Width 24' Shoulder Width 2'
Length 27' Width 23'
To remain in place? No--Detour necessary--60" culvert will suffice

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 28' Width 32'

Are sidewalk/bikeways sired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

Construction should be performed between August 1 and October 15.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____

   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Neil Hudson, P.W.D. Office
2. Environmental — " " " " " Office
3. Public Hearing — " " " " " Office

Remarks _____

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____, State X Consultant _____

2. Project construction engineering to be performed by:

Applicant _____ State X Consultant _____

3. Will applicant perform any work prior to or after award of contract?

Yes _____ No X

If "yes" describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 35,000.
Right-of-Way costs (if participating)	---
Traffic Control	2,000.
Illumination	---
Structures	43,500.
Railroad	---
Other Construction Eng. & Cont (40%)	32,200.
Preliminary engineering (includes foundation exploration)	14,300.
PROJECT TOTAL	$ 127,000.

Remarks _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or DESCHUTES COUNTY

BY: _____ BY: Elbert A Yancey

BY: _____ BY: _____

BY: Laura Mc

STATE OF OREGON INTEROFFICE MEMO

TO: D. E. Swan
Program Management

DATE: August 18, 1983

FROM: J. R. Hagedorn
Region Federal Aid Specialist

SUBJECT: HBR Projects--Deschutes County
(1) Paulina Creek (Paulina Lake Road) Bridge #9C62
(2) COI Main Canal (Walker Road) Bridge #17C28
(3) Squaw Creek (Camp Polk Road) Bridge #9C05

I am submitting the Project Requests and Prospectii for the subject HBR projects. These were approved under delegated authority of the State Highway Engineer, July 5, 1983.

(1) Project is in U.S.F.S. land. County will acquire, at no cost, construction easement for detour. State to administer all other aspects of work.

(2) No R/W will be acquired--no detour at the structure is necessary. County will close the road during construction and barricade and sign for the detour on the County system. State to administer all other aspects of work.

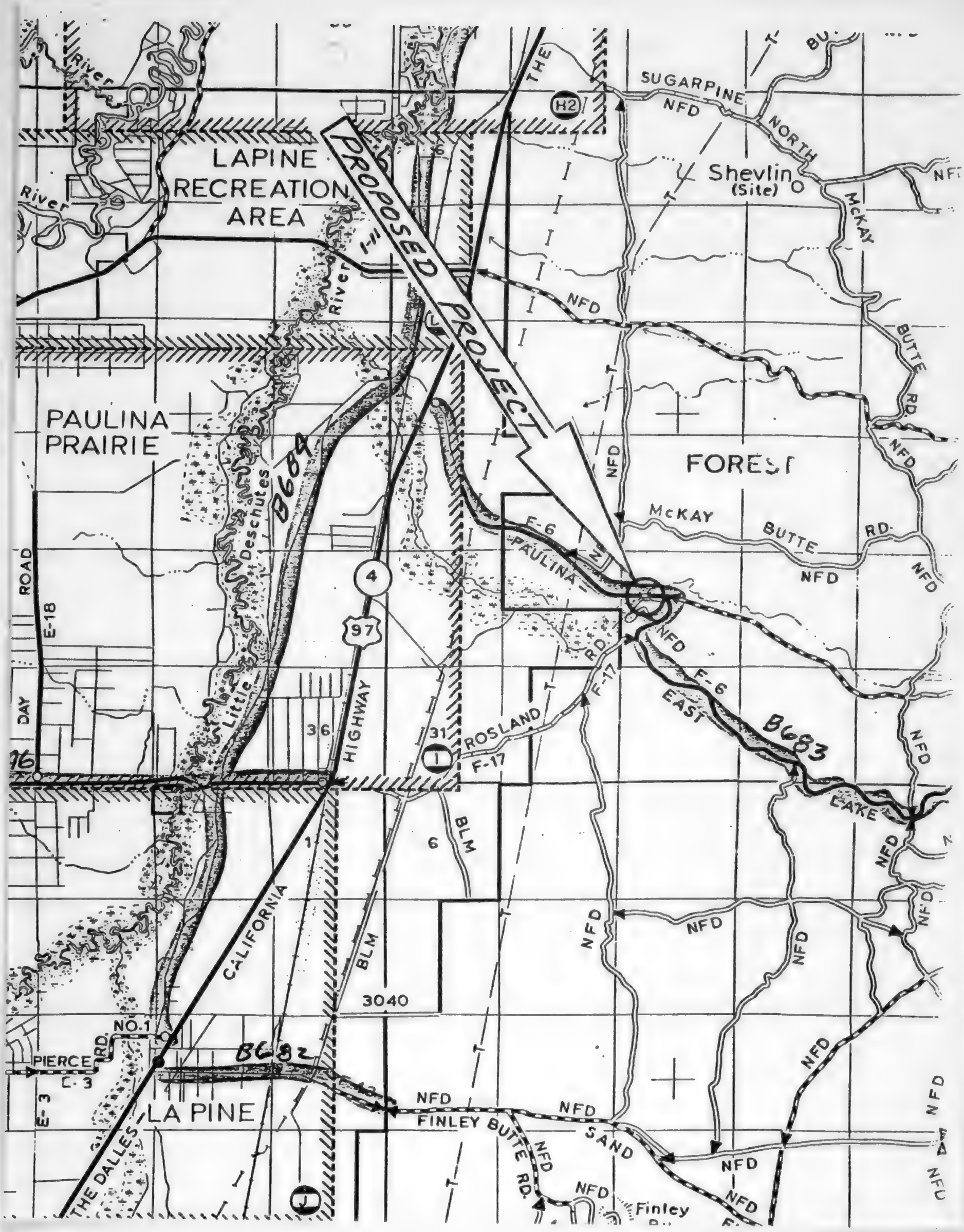
(3) Bridge to be state-constructed. State to administer all aspects of the work.

JRH:br

Enclosures

CC: Cam Gilmour

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUL 1 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____


LAPINE
RECREATION
AREA
PROPOSED PROJECT
PAULINA
PRAIRIE
Deschutes River
Little Deschutes River
SUGARPINE
NFD
NORTH
Shevlin
(Site)
McKAY
BUTTE
RD.
FOREST
McKAY BUTTE RD.
NFD
F-6
PAULINA
F-17
ROSLAND
F-6
EAST
B683
LAKE
B682
HIGHWAY
97
4
31
36
6
BLM
CALIFORNIA
3040
NO.1
PIERCE
RD.
E-3
E-18
DAY
ROAD
THE DALLES
LA PINE
FINLEY BUTTE RD.
SAND
Finley
H2
T

1985 W.C.L.-S.C.L. (Myrtle Creek) 9908
Sec, Myrtle Cr, Hwy. City of Myrtle Cr.
(gr, pav.)

jc cc: OSHD (Ruttan)

STATE COPY

STATE HWY ENGR
DEC 11 '86
REFER TO
Fredrickson

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Douglas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/4/86	Richard R. Arnold, Area Engineer	F-52(3)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
8/19/85	7/28/86	105 %	170 C.D.

LOCATION

WCL - SCL Myrtle Creek - Myrtle Creek Highway

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST CITY LIMITS - SOUTH CITY LIMITS (MYRTLE CREEK)
MYRTLE CREEK HIGHWAY
Grading and Paving

NOTED
V. E. SCHWARTZ

Work completed under this project consisted of the reconstruction and widening of the existing roadway, including cement treated base and asphalt concrete pavement, through the downtown area of Myrtle Creek, placement of membrane waterproofing of one structure deck, and the performance of other incidental work common to this type project. A contract in the bid amount of $464,968.50 was awarded to Roseburg Paving Company on November 2, 1984. Contract work began on April 11, 1985 and was completed in reasonably close conformance with the plans and specifications, including approved changes on August 19, 1985 at a final estimated cost of $562,778.00.

A total of 178.5 calendar work days were used in completing the work as compared to the 170 calendar work days allowed under the contract. The State has approved a time extension of 8.5 days. However, since this time extension was required because of a utility conflict, it should be coded as Federal-aid nonparticipating.

There were four minor price agreements for a total cost of $4,607.72. The final construction engineering cost was $61,890.89 or approximately 11% of the total project cost.

OVERRUNS

Item No. 11 - Aggregate shoulder rock overran 114% or $9,167. The additional shoulder rock was needed to fill subexcavated areas where serious soil and water conditions were encountered.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Richard R. Arnold		SIGNATURE: F. A. Fredrickson	
TITLE: Area Engineer	DATE: 12/10/86	TITLE: District Engineer B	DATE: 12/10/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

Item No. 12 -treated base mixture overran 19% or $13,454. This additional material was used to fill a subexcavated area where serious soil and water conditions were encountered.

Item No. 22 - Concrete inlets overran 40% or $3,210. The original storm sewer plan would have required a much deeper trench excavation as storm sewer crossings were to go up a relatively steep grade which required lowering most of the line by 2.0 feet. The addition of the extra catch basins eliminated the need to lower the line. A more effective plan at an overall equal or lower cost resulted.

Item No. 37 - Adjusting manholes overran 140% or $1,400. The plans did not include seven manholes encountered on the project that needed adjustment.

UNDERRUNS

Item No. 4 - Temporary barricades underran 47% or $1,190.
Item No. 5 - Temporary plastic safety markers underran 56% or $1,160.
Item No. 7 - Pilot cars underran 29% or $725.

These items underran due to the generally localized nature of the work.

The results of tests on job control samples or certifications indicate that the materials incorporated in the construction work and the construction operations controlled by sampling and testing were in reasonably close conformity with the approved plans and specifications; and such results compare favorably with the results of record sampling and testing.

- RRA -

August 6, 1986

CON 5 - #9908

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Bldg.
500 N.E. Multnomah
Portland, OR 97232

Contract No. 9908 awarded to Roseburg Paving Co. for work on the W.C.L.-S.C.L. (Myrtle Creek) Section of the Myrtle Creek Highway in Douglas County was completed on June 18, 1986, and accepted by the State Highway Division on July 28, 1986.

Final payment in the amount of $14,844.26 will be released to the contractor after August 11, 1986. The total contract amount is $496,374.72 including $1,781.02 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Roseburg Paving Co.
P.O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9908

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9908

TO: Robert Gormsen
Manager, Commission Services

DATE: July 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9908 , On Site Work Substantially Completed August 19, 1985
All Work Completed	June 18, 1986
Project	WCL-SCL (Myrtle Creek)
Highway	Myrtle Creek
County	Douglas
Type of Work	Grading and Paving
Contractor	Roseburg Paving Co.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-6-86 - Surety letter written.

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

1701 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-52(2)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Douglas

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40127

6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: September 21, 1984

8. FEDERAL ROUTE NUMBER: Primary 52

9. STATE ROUTE NUMBER: Primary 237

10. GENERAL LOCATION:
W. C. L. - S. C. L. (Myrtle Creek) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 3/19/86, this will confirm the advance approval date of 9/21/84 contingent upon modification of Project Agreement if additional funds are required, for a cost overrun for the relocation of water facilities on an actual cost basis estimated to be $37,106.90; Federal Funds $ 32,6710.00.

The Agreement with the City of Myrtle Creek is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
APR 7 86
REFER TO
Potter
FOR
Info | Invest | R/D | O/R | Right | Rel | File

Orig to 4/7

14. DATE: 4/2/86

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hansen

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 20 '86
In Reply Refer to
File No.
REFER TO
FOR
Info | Invest | R/D | D/R | Agn | Act | File

March 19, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
Water Facilities Relocation
City of Myrtle Creek
W.C.L.-S.C.L. (Myrtle Creek) Section
Myrtle Creek Highway
Douglas County
P.E. Project No. F-52(2)

Reference is made to my letter of September 14, 1984, which submitted an estimate of cost for the relocation of the City of Myrtle Creek's water facilities and to your Letter of Approval and/or Authorization, dated October 3, 1984 which approved participation in the estimated cost of $33,537. Copies of my letter and your PR-1240 are attached.

The relocation of the City's water facilities has been completed and a final billing of cost, in the amount of $37,106.90, received. The final cost of $37,106.90 exceeds the estimated cost of $33,537 by $3,569.90 or 10.64%. The City of Myrtle Creek in a letter dated September 18, 1985, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The City of Myrtle Creek has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $37,106.90 is requested.

JMC:jr
attach.

cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson
Rich Evans

Form 734-3122

9908.

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: Bruce M. Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-52(3)

Contract 9908, Work Completed August 19, 1985

Project WCL-SCL (Myrtle Creek)

Highway Myrtle Creek

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-29-85
313

G. K. Hoosman
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | [illegible] | File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
DEC 18 1985
OREGON DIVISION

734-2023 (2-85)

1968

November 8, 1985

Roseburg Paving Company
P. O. Box 1427
Roseburg, OR 97470

CON 5

Re: Time Extension Request
WCL-SCL (Myrtle Creek)
Contract No. 9908
FAP No. F-52(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 10 calendar workdays of contract time due to lowering a waterline, constructing sidewalks, and installing a telephone cable conduit. A contract time adjustment of an additional 8-1/2 calendar workdays is granted for the requested reasons.

The adjusted contract time of completion for this contract is 178.5 calendar workdays. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
J. J. Gix w/att.
Larry Lindley w/att.
FHWA w/att.
Bruce Walton

TE/233

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: October 30, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension
WCL to SCL (Myrtle Creek)
Contract ~~9930~~ 9908

I have discussed this project with Larry Lindley and he assured me the lowering of the water line did conflict with the reconstruction of Main Street for at least an 8-day period.

The State allowed the City of Myrtle Creek to let separate contracts to replace the pipe, knowing there would be a potential conflict. It was to our advantage for the pipe work to be done while the street was under construction.

I recommend a time extension of 8 days to eliminate liquid damages.

wjq:cjb
Attach.
cc: L. Lindley

11-7-85
W. E. Schwartz

I concur with Region and Project Manager and recommend a 8½ calender workday time extension. This extension will be FHWA 'N-P'.

E. B. Jackmond

CE___ CAE___ COE___ OM___ OE_____ CA_____ CAM_____ EEO_____

RECEIVED
OCT 30 1985
CONSTRUCTION SECTION

LS___ TC___ SA___ CC___ FE___ CP___ PQC_____ QCS_____ FILE_____

81-125-1367

jc

cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
ROAT HWY ENGR
NOV 14 '85
REFER TO
Fredrickson
FOR

Dist.	Resi.	R/D	P.M.	Oper.	Act.	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon

IN COMPANY WITH

Bill Quinn and Larry Lindley; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-29-85	W. N. Bryant, Area Engineer	FR-52(3)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	105 %	100 %

WEST CITY LIMITS - SOUTH CITY LIMITS (MYRTLE CREEK)
MYRTLE CREEK HIGHWAY
Grading and Paving

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of the reconstruction and widening of the existing roadway, including cement treated base and asphalt concrete pavement, through the downtown area of Myrtle Creek; placement of membrane waterproffing of one structure deck; and the performance of other incidental work common to this type project. A contract in the bid amount of $464,968.50 was awarded Roseburg Paving Company on 11-2-84. Contract work began on 4-11-85 and was completed in reasonably close conformance with the plans and specifications, including approved changes on 8-19-85 at a final estimated cost of $546,173.66 which includes $485,169.41 for original bid item work, $4,604.25 for work completed under approved price agreements, $3,350 for approved extra work, $4,250 for State Force work and $48,800 for construction engineering.

A total of 178.5 calendar work days were used in completing the work as compared to the 170 calendar work days allowed under the contract. The contractor has requested a time extension which is currently being considered by the State. The project manager indicated he would recommend an 8.5 day extension which is justified because of additional work. All major or significant overruns and underruns will be discussed in the final acceptance report.

A review of the project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with the specification requirements.

Based on the results of this inspection and those conducted during the construction, final acceptance of the contract work is recommended. The overall appearance and rideability of the completed work is considered to be very good for this type project.

- WNB -

Form FHWA-1446A
(Rev. 2-84)

October 1, 1985

LEG

Gene Snyder, Administrator
Risk Management Division
Department of General Services
1225 Ferry Street SE
Salem, Oregon 97310

Notice of Intent to File Claim

Attached is a notice of intent to file a claim against the State of Oregon for damages incurred as a result of a Highway Division paving project in Myrtle Creek, Oregon.

Also attached is a report from our project manager regarding this claim.

I feel that this notice is defective in that it does not fully comply with the requirements of the Tort Claims Law. I am forwarding it to you for your disposition.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

WES:sl

Att.

cc Fred D. Miller
L. W. Rullen
J. J. Gix

STATE OF OREGON

INTEROFFICE MEMO

TO: BILL QUINN
REGIONAL CONSTRUCTION ENGINEER

DATE: SEPTEMBER 18, 1985

FROM: Larry D. Lindley
LARRY D. LINDLEY, PROJECT MGR.

COPIED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 23 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: MYRTLE CREEK SECTION
MYRTLE CREEK HIGHWAY
DOUGLAS COUNTY
CONTRACT NO. 9908

On September 18, 1985, Dan Ingram and myself met with a representative sample of the business owners who had signed the attached "Intent to File for Damages". The letter states that these businesses are confident that they have a claim against the State of Oregon for damages suffered during road construction in July 1985, performed by Roseburg Paving, Incorporated, in the city of Myrtle Creek. Below are comments received during our conversations with these people.

John Cavaner, owner of the Myrtle Creek Garage at 311 North Main, said that he felt that the sidewalk would not last, that the penalty for not completing the project on time was not enough, and that traffic was delayed too long. He was most upset with a flag-lady stationed at 3rd and Oak who, he claims, told his customers that his station was closed while paving operations were in progress. He also stated that this went on for 2 or 3 days. Our records indicate that this may have been the case for only one day while paving Main Street.

Leo Apland, owner of the Myrtle Creek Drug at 139 N. Main said he had no problem with the state. He said that he was upset with Roseburg Paving for have a lack of people on the project and for taking too long to complete the work. He complained of tack in his carpet. He said that the dust was so bad and that everyone signed the letter so they would have more time to consider if they would have a claim.

Howard Axtell, manager of the Golden Rule Store at 135 Second said that he had no complaint against the state. He said he signed the letter because he was told that all parties would be notified of the possible claim. He also stated that flaggers were not informed properly as to how to move traffic around his store.

cc: W. E. Schwartz
Sent 9/20/85 BSL

SEP 20 1985
RAS

81-123-1327

Walter Stimpson, owner of Stimpson's Chevron and Groceries at 141 South Main said that the state took one of his parking places and one side of his gas pumping island. He complained that during construction only one access way was kept open to his business. He says that he has a lawyer. Stimpton seems very bitter.

Barbara Lehenyard, owner of the Dairy Queen Restaurant, said that the Dairy Queen lost 6 to 7 parking places and that they did not want curbs. She said she was against the entire project and that she did not feel that the contractor pursued the project as they should have. She says they will probably not pursue any claim.

If we can be of any more assistance on this matter, please call our office.

RECEIVED
SEP 03 1985
LEGAL

Fred D. Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Sept 4, 1985

NOTED
JACK L SOLLIS

Dear Mr Miller:

We the undersigned are confident we have a claim against the State of Oregon for damages suffered during road construction in July 1985 performed by Roseburg Paving Co. in the City of Myrtle Creek, Oregon.

This is a 180 day letter. This is meant to be the written notice required to pursue damage claims if necessary.

Please forward to your insurance carrier.

RECEIVED
STATE HWY ENGR
SEP 10 '85
REFER TO
GIX
FOR

Info	Invest	R/D	D/R	Sign	Act	File
	✓					

& Report

South Umpqua Inn
Myrtle Creek, Garage
Kinney Variety
Kelly Sutters
Myrtle Drug Co
Rollies Cafe
MRTS upholstery
Nat Kappen Rele
OLCC Liq Store
IT'S A NATURAL FOOD STORE

Harvey R Kyle
John G. Cavinee
Jeanette Hillman
Robert L. Kelly
Leo S. Apland
Carolyn Smith
Fred Gail
Linda Kay
Willie R McCauley
Judith Irvine
Margaret Walton

NOTED
W. E. SCHWARTZ

RECEIVED
DOT DIRECTOR
SEP 05 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

LE [illegible] OREGON 97451
State Farm Ins
Hayson Jewelers
CHARLES R. HANSEN

Robert Taylor
Cliff Wilson
Norman D [illegible]

RECEIVED
SEP 12 1985
OFFICE OF PROJECT MANAGER
L. D. LINDLEY
ASST OE FILE INSP

Fred D. Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Rose Motel — Angela Dillaman
Scissors Plus Beauty Salon — Sandra M. Schenck
Town Tavern — Frank J. Fleming
J B Wilson — Wilson Inc
K's Auto Supply — David R. Klootz
Stahl's Mkt — Dr. Quva
F. L. Zimmers Realty — Lavella Zimmers
Custom Leather & Repairs — Shepard
Stimpson & Stimpson Insurance & Realty — Walter J. Stimpson
Dairy Queen — Barbara Lebengood
Ye Old Wishing Well — Betty L. Brown
* Golden Rule Store — Harvard Apteld
South Umpqua Hdwe Co — Allan H. Kuhn
The Dog House — Edelweiss Underboske
* Second Avenue — Delta J. Sutton
Millcreek Tavern
Bakery — owner James L. Baker
Scissors Plus Beauty Shop

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W.C.L. -S.C.L. (Myrtle Creek)		WEEK ENDING: 09/28/85
		SECTION PREFIX: C09908
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: W.C.L.-S.C.L.(Myrtle Creek)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Roseburg Paving, Inc.	CONTRACT NUMBER: 09908	FEDERAL AID PROJECT NUMBER: FR-52(3)
DATE OF CONTRACT: November 2, 1984	DATE WORK STARTED: 04/11/85	ESTIMATED COMPLETION DATE: 08/19/85
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 170	CALENDAR DAYS USED 178 5
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 105
PROJECT AUTHORIZATION: $ 537,727 25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 495,088 88	ENGINEERING AUTHORIZATION $ 42,639 17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 520,270 00	ENGINEERING COST TO DATE $ 48,800.00	DATE PROJECT WAS COMPLETED: 8-19-85
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2 7%	PERCENT OF AUTHORIZATION . . . . . ~~115~~ %	

Second notification.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

0 pickup 0 backhoe 0 dump truck 0 water truck 0 roller 0 blade
0 post driver 0 tool truck 0 concrete truck 0 tack truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22		0		
MONDAY 23		0		
TUESDAY 24		0		
WEDNESDAY 25		0		
THURSDAY 26		0		
FRIDAY 27		0		
SATURDAY 28		0		

22 SUN. No activity - project work complete.

23 MON. "

24 TUE. "

25 WED. "

26 THU. "

27 FRI. "

28 SAT. "

ANTICIPATED NEXT WEEK:

Contractor work is now completed.
2nd notification sent 8-19-85
Requirements for 3rd notification: miscellaneous clean-up payrolls and miscellaneous certifications.

Larry D. Lindley,
Project Manager
Roseburg

1988

RECEIVED
SEP 0 5 1985
LEGAL

Fred D. Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Sept 4, 1985

NOTED
JACK L. SOLLIS

Dear Mr Miller:

We the undersigned are confident we have a claim against the State of Oregon for damages suffered during road construction in July 1985 performed by Roseburg Paving Co. in the City of Myrtle Creek, Oregon.

This is a 180 day letter. This is meant to be the written notice required to pursue damage claims if necessary.

Please forward to your insurance carrier.

RECEIVED
STATE HWY ENGR
SEP 10 '85
REFER TO
GIX
FOR
Info | Invest | R/D | D/R | Sign | Act | File
| ✓ | | | | | |
& Report

South Umpqua Inn
MYRTLE CREEK GARAGE
Kinney Variety
Kelly Sutton's
Myrtle Drug Co
Rollies Cafe
MRTS upholstery
Nat Bepper Deli
OLCC Liq Store
IT'S A NATURAL FOOD STORE

Harvey Pratt
Johnny Clawson
9/10
Janette Hallman
Robert L. Kelly
Leo G. Upland
Carl Gail
Fred Gail
Linda Kang
Willie R McCauley
Judith Turner
Margaret Walton

NOTED
W. E. SCHWARTZ

RECEIVED
DOT DIRECTOR
SEP 05 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
| | | | | | X | |

MYRTLE CREEK, OREGON 97457
State Farm Ins
Hanson Jewelers
DOLORES R HANSEN

Robert Taylor
Delores R Hansen

9908

STATE COPY

TO BE COMPLETED BY FHWA		STATE
11-267	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 11-16-84	Oregon
		COUNTY Douglas
		PROJECT NO. F-62(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

MCL-SCL (Myrtle Creek)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-84	1.0
OTHER *(Specify)*		

FUNDS PRO RATA 90.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 486,996.00	$ 438,101.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holser
for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 16 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 14, 1984

FEDERAL AID PROJECT NO. F-52(3)

W.C.L. - S.C.L. (MYRTLE CREEK) SECTION
MYRTLE CREEK HIGHWAY
DOUGLAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 486+40 to Sta. 511+00)

Mobilization	Lump Sum	95%	Lump Sum	$	10,925.00
Temporary Protection and Direction of Traffic	Lump Sum	94%	Lump Sum		4,700.00
Temporary Signs	Sq. Ft.	405	5.00		2,025.00
Temporary Barricades	Each	28	85.00		2,380.00
Temporary Plastic Safety Markers	Each	66	40.00		2,640.00
Flaggers	Hour	720	15.00		10,800.00
Pilot Car	Hour	90	25.00		2,250.00
ROADWORK					
Removal of Structures and Obstructions	Lump Sum	40%	Lump Sum		4,400.00
General Excavation	Cu. Yd.	4,500	5.00		22,500.00
Trench Excavation	Cu. Yd.	440	10.00		4,400.00
Aggregate Shoulders	Ton	495	15.50		7,672.50
Treated Base Mixture	Ton	5,150	13.80		71,070.00
Cement in Treated Base Mixture	Ton	280	100.00		28,000.00
Class "C" Asphalt Concrete Mixture	Ton	5,025	17.50		87,937.50
Asphalt Cement in Mixture	Ton	276	190.00		52,440.00
Hydrated Lime in Mixture	Ton	60	400.00		24,000.00
Membrane Waterproofing	Sq. Yd.	360	11.00		3,960.00
18-inch Culvert Pipe	Lin. Ft.	94	32.50		3,055.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,278	13.50		17,253.00
15-inch Storm Sewer Pipe	Lin. Ft.	390	23.00		8,970.00
Extra for Pipe Under Pavement	Lin. Ft.	76	10.00		760.00
Concrete Inlets, Type CG-2	Each	15	535.00		8,025.00
Concrete Inlets, Type G-2	Each	5	510.00		2,550.00
Guard Rail, Type 2A	Lin. Ft.	950	10.50		9,975.00
Guard Rail, Type 3	Lin. Ft.	25	22.00		550.00
Guard Rail Anchors, Type 1	Each	2	300.00		600.00
Rail End Pieces, Type C	Each	3	90.00		270.00
Bridge Connections	Each	1	200.00		200.00

Extra for 8 Foot Posts	Each	20	10.00	200.00
Sidewalk Ramps	Each	14	480.00	6,720.00
Concrete Curbs	Lin. Ft.	2,900	6.00	17,400.00
Extra for Asphalt Approaches	Each	30	200.00	6,000.00
Drainage Curbs	Lin. Ft.	1,285	2.50	3,212.50
Delineators, Type 2	Each	22	21.00	462.00
Delineators, Type 4	Each	2	15.00	30.00
Adjusting Manholes	Each	5	200.00	1,000.00
Adjusting Inlets	Each	1	250.00	250.00
				$ 429,582.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,300.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	500.00
Roadside Seeding & Mulching & Fertilizing	All Required	500.00
		$ 4,800.00
	Subtotal	$ 434,382.50
	Engineering	58,641.50
	Total	$ 493,024.00

Length of Project ---------- 1.0 mile

RETAIN IN RESERVE

Slide Correction	All Required	$ 1,000.00
Permanent Signing by State Forces	All Required	2,500.00
	Subtotal	$ 3,500.00
	Engineering	472.00
	Total	$ 3,972.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$493,024.00	$434,600.00	$58,424.00
Reserve	3,972.00	3,501.00	471.00
TOTAL	$496,996.00	$438,101.00	$58,895.00

Group 1: 89% Group 8: 3% Group 9: 8%
Contract No. 9908
Prefix: 110-1930 P.E.
110-1030 (Const.)
Appn Code: 010
Utility Adjustments are under Project No. F-52(2)

NONPARTICIPATING (STATE WORK)

	Sta.	to Sta.		
STATE RESPONSIBILITY FOR DAMAGES			All Required	$ 500.00
Multiple Mailbox Supports	Each	3	300.00	$ 900.00
Mailbox Concrete Collar	Each	3	100.00	300.00

NONPARTICIPATING (STATE WORK)

Mobilization	Lump Sum	5%	Lump Sum	575.00
Temporary Protection and Direction of Traffic	Lump Sum	6%	Lump Sum	300.00
Temporary Signs	Sq. Ft.	27	5.00	135.00
Temporary Barricades	Each	2	85.00	170.00
Temporary Plastic Safety Markers	Each	4	40.00	160.00
Flaggers	Hour	80	15.00	1,200.00
Pilot Car	Hour	10	25.00	250.00
Removal of Structures and Obstructions	Lump Sum	60%	Lump Sum	6,600.00
Aggregate Shoulders	Ton	25	15.50	387.50
Class "C" Asphalt Concrete Mixture	Ton	475	17.50	8,312.50
Asphalt Cement in Mixture	Ton	26	190.00	4,940.00
Hydrated Lime in Mixture	Ton	6	400.00	2,400.00
Guard Rail, Type 2A	Lin. Ft.	460	10.50	4,830.00
Guard Rail, Type 3	Lin. Ft.	50	22.00	1,100.00
Guard Rail Anchors, Type 1	Each	3	300.00	900.00
Guard Rail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type "C"	Each	3	90.00	270.00
Bridge Connections	Each	2	200.00	400.00
Extra for Asphalt Approaches	Each	4	200.00	800.00
Delineators, Type 2	Each	6	21.00	126.00
Delineators, Type 4	Each	2	15.00	30.00
				$ 35,386.00

CL:me

November 15, 1984

Roseburg Paving Company
P. O. Box 1427
Roseburg, OR 97470

CON 5

#9908

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9908 for work on the W.C.L.-S.C.L. (Myrtle Creek) Section of the Myrtle Creek Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N. E. Multnomah
Portland, OR 97232 - 2068

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Ron Busey

ROSEBURG PAVING CO.

October 29, 1984

Office of Commission Services
Transportation Building, Room 121
Salem, OR 97310

RE: W.C.L. - S.C.L. (Myrtle Creek)

Ladies or Gentlemen:

This letter is our documentation of DBE/WBE pariticipation.

Our DBE subcontractor on the project will be Dirt and Aggregate. They will perform items 1,4,5, 24-30,35,36,39,40. The total amount of their subcontract will be $28,293.

Our WBE subcontractors will be Walts Concrete -- items 22,23,31,32,38 -- for a total subcontract of $23,810. White Line will perform items 6and 7 for a total of $10,500.

Yours truly,

Steve Loosley

cc Kay Turner

RECEIVED
OCT 30 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Beaver State Road, Hwy 99S P.O. Box 1427 Roseburg, Oregon 97470 (503) 679-6744

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-52(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40127

2A. COUNTY NAME: Douglas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 19 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/3/84	Primary 52	Secondary 237

10. GENERAL LOCATION:

W.C.L. - S.C.L. (Myrtle Creek) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

13. REMARKS

As requested by Mr. Potter's letter of 10/11/84 this will confirm the advance approval date of 10/3/84 for the following program change:

1. Project No. - Change to read F-52(3)

2. Appn Code - Change to read 010

3. Class of Federal Funds - Change to read Consolidated Primary.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/18/84	D.K. Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1 of 21-6
Myrtle
Cal. 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 11, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. FR-52(3)
W.C.L.-S.C.L. (Myrtle Creek) Section
Myrtle Creek Highway
Douglas County

I request your approval of a program change on the subject project to utilize consolidated primary funds (Appn Code 010) since there is no available unobligated Appn Code 110 funds remaining. This change will require the following revisions in project data:

1) Project No. change to read --- F-52(3).
2) Appn Code change to read --- 010.
3) Class of Federal Funds change to read --- Consolidated Primary.

CL:bkb
cc: Jan Peterson
R. Oakes
General Files

Form 734-3122

Con 21-4
Myrtle Cr.
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-52(3)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-10-84

4. PROGRAM NO.

5. ITEM NO. 40127

2A. COUNTY NAME Douglas

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO Potter
FOR

Info	Issue	Sig	D/A	Disp	Ret	File

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-3-84	Primary 52	Secondary 237

10. GENERAL LOCATION:

W.C.L. - S.C.L. (MYRTLE CREEK) SECTION

11. GENERAL DESCRIPTION OF WORK

Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- * [X] OTHER *(Specify)*

* Anticipated items as shown in your "PS&E" Estimate dated September 14, 1984.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's October 1, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $480,670; Federal Funds $423,709.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-10-84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORT. .ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	1. FEDERAL-AID PROJECT NO. F-52(2)
	5. ITEM NO. 40127	2. STATE PROJECT NO. See Below
		2A. COUNTY NAME Douglas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/19/84	Primary 52	Secondary 237

10. GENERAL LOCATION:

WCL - SCL (Myrtle Creek) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 9/17/84 the program change is approved as follows:

1. Add to the character of proposed work:

"Utility Adjustments at a TEC of $34,000; Federal Funds $29,970."

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/4/84	D. K. Hoosier	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORT. ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-52(2)	
2. STATE PROJECT NO. See Below	
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 40127
2A. COUNTY NAME: Douglas	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/21/84	Primary 52	Primary 237

10. GENERAL LOCATION:

WCL - SCL (Myrtle Creek) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 9/14/84 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the adjustments to the City of Myrtle Creek's water line relocation on an actual cost basis estimated to be $33,537; Federal Funds $29,563.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
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REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/3/84	D. K. Hoosman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: September 17, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Program Change
Project No. F-52(2)
Item No. 40127
West City Limits-South City Limits (Myrtle Creek)
Douglas County

I request your approval of a program change on the subject project to include in the character of proposed work, "Adjustment of Utilities including preparatory work", at an estimated cost of $34,000 with Federal funds of $29,970.

This change is necessary to include work by the City of Myrtle Creek for adjustments in utilities as indicated in the enclosed copy of Mr. Cartwright's memo of September 6, 1984.

Authorization to proceed with actual adjustments will be requested under separate action.

RDS:bkb
Enclosure
cc: J. Cartwright
J. Christopherson
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

RAILROAD & UTILITY UNIT 378-6511 ROW 18-4

TO: Mr. Wayne F. Cobine
Federal Aid Engineer

DATE: September 6, 1984

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT:

Programming Request
Utility Relocation Costs

W.B.L.-S.C.L. (Myrtle Creek Section
Myrtle Creek Highway
Douglas County
PE Project No. F-52(2)

In order to facilitate the construction of the subject project, certain utility relocation work must be started in advance of the highway construction. I, therefore, request that utility relocation construction be programmed as part of the Preliminary Engineering phase of the project. Estimate costs are as follows:

City of Myrtle Creek $34,000

cc: John Christopherson
R. V. Busey

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 07 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

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REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

September 14, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Water Line Facilities Relocation
City of Myrtle Creek
W.C.L.-S.C.L. (Myrtle Creek) Section
Myrtle Creek Highway
Douglas County
P.E. Project No. F-52(2)

Here is a copy of an estimate of cost to adjust the City of Myrtle Creek's water line facilities dated September 6, 1984, and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated August 17, 1984, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $33,537.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 30, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-52(3)
West City Limits - South City Limits (Myrtle Creek)

Mr. Adams' August 27, 1984 letter containing information supporting an exception to the minimum design criteria as set forth in AASHTO "Geometric Design Standards for Highways Other Than Freeways" has been reviewed. For the reasons given in Mr. Adams' letter we concur that it is in the public interest to provide for two 12-foot travel lanes with two 6-foot paved shoulders from the beginning of the project to the Myrtle Creek structure and a 49-foot curb to curb section within the business district, from station 489+00 to station 500+00 as proposed.

Sincerely yours,

NOTED
E. S. HUNTER

D. K. Wilken for
Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

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STATE HWY ENGR
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Hunter
FOR
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-52(2)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Douglas
	5. ITEM NO. 40127	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8-24-84	Primary 52	Secondary 237

10. GENERAL LOCATION:

West City Limits - South City Limits (Myrtle Creek) Section.

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 8-22-84 the revised preliminary engineering costs to a TEC of $35,800 - Federal Funds $31,553 are approved.

(Increase TEC $2,500 - F.F. $2,203)

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Skew	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/28/84	D. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 27, 1984

In Reply Refer to
File No.

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RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
FOR
Info | Insps | R/D | D/R | Sign | Act | File

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

West City Limits-South City Limits (Myrtle Creek)
Main Street (Highway 237)
Douglas County

This is to request an exception to the minimum standards for shoulder widths on the subject project. The design criteria is set forth in the "Geometric Design Standards for Highways and Other Freeways", AASHTO 1969, as revised in February 1970.

This project calls for an overlay of the existing surfacing except that in the business district, the section will be reconstructed. In Myrtle Creek, the ADT is 8,600 and the design speed is 35 MPH. The adjacent section to the south has two 12-foot travel lanes and two 4-foot shoulders.

It is proposed to construct two 12-foot lanes with two 6-foot shoulders from the beginning of the project to the Myrtle Creek structure (roadway width, 27 feet). The 6-foot shoulders will be an improvement over the existing 4-foot shoulders and will accommodate bicycles.

The business district, from Station 489+00 to Station 500+00, is 49 feet curb-to-curb and will be constructed at this width. At the north end of the project, beginning at Station 511+00, a structure with roadway width of 18 feet crosses the Umpqua River. Widening of the structure is not proposed at this time due to high replacement cost, large earthwork quantities involved, and needed right-of-way. Reconstruction of the structure is not included in the Six-Year Program.

It is my understanding that without the structure widening, you will not participate in the cost of the overlay on the approach to the structure. Therefore, it is proposed that Federal-aid participation be offered in the project up to Engineering Station 504+00 and that State funds will be used between Station 504 and 511.

Your concurrence in constructing this section of highway with the aforementioned shoulder widths from Station 486+40 to Station 504+00 is requested.

J. H. Versteeg, P.E.
Road Design Engineer

by

Donald R. Adams, P.E.
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
J. H. Gix
J. L. Gaither
N. L. Henry
DRA:ja

91

CON 21-6
Myrtle Cr.

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to the Files

DATE: August 9, 1984

FROM: W.F. Cobine
Federal Aid Engineer

SUBJECT: WCL to SCL Myrtle Creek
Myrtle Creek Highway
Douglas County

NOTED
H.S.COULTER

The Contract Schedule Committee on August 8th reviewed the request to provide state funds for a 500 foot section on the subject project, where federal funds are not available. The $33,000.00 in funds requested will be used to provide paving into a substandard 18 foot wide, 300 foot structure.

The Committee approved the use of State Highway Engineer's Discretionary Fund for the nonreimbursable work on the subject project.

WFC:bkb
cc: ✓ H.S. Coulter
E.S. Hunter
R.N. Bothman
W.E. Schwartz
J.H. Versteeg
Don Adams
C.O. Fredrickson
J.J. Gix

RECEIVED
STATE HWY ENGR
AUG 10 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

PRO 6

TO: Gary Potter, Manager
Program Section

DATE: August 3, 1984

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: State Funds for West City Limits-
South City Limits Myrtle Creek
Myrtle Creek Highway
Douglas County

RECEIVED
STATE HWY ENGR
AUG 6 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The subject project consists of an overlay and some widening of the existing highway through Myrtle Creek. It is a Federal-aid Primary Highway project.

The project at the west city limits terminated at an 18-foot wide 300+-foot structure. By Federal standards, the structure is substandard and the Federal Highway Administration will not participate in that portion of the project leading up to the structure. Only if the structure were widened to standard would the Federal Highway Administration participate in the paving and reconstruction of the bridge approach.

I am requesting State funds to provide for a simple overlay of this section from the terminus of the Federal-aid participation on the project to the bridge end. Our current estimate for this work, including mobilization and engineering contingencies, is $33,000.

I have talked to the Assistant District Maintenance Supervisor about the condition of this roadway. He said it is classified as one of their worst of pavements in their district and it is in serious need of resurfacing. The 4-inch overlay proposed in the project would provide the strength needed. In addition, this roadway is part of a package negotiation between Douglas County and the State to transfer a number of small sections of State highway to the County in exchange for the North Umpqua Highway. Completing the surfacing would make this deal more attractive.

Regardless of the outcome of the State/County negotiations, completion of the 500-foot section of the Myrtle Creek Highway under this project just makes good sense. The road needs the additional strength, the contractor will be there to put the material down; it is undoubtedly the most economical and effective way to resurface this portion of highway.

I am requesting that you solicit additional State funds so the full project can be completed under the single contract.

DRA:ja

cc E. S. Hunter
J. H. Versteeg
Norm Henry

81-125-1387

Contains Recycled Materials

1402 237

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1396

SECTION: W. City Limits - S. City Limits (Myrtle Creek) Douglas County

REGION: 3

Myrtle Cr. Hwy #237

SURVEY AUTHORITY

AUTHORIZATION NO. 2 | PREFIX 110-1930 | DATE 6/18/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	500.	500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$ 35,800
PREVIOUS AUTHORIZATION		$ 33,300
ADD. AUTH. REQUIRED		$ 2,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-52 (2)

LOCATION ENGINEER'S REMARKS

This authorization is for Right-of-Way liaison that wasn't anticipated.

A drainage easement is needed on private property to place fill material to install a 18" culvert pipe.

1 ✓ APPROVED

2 E

3 R/W ROAD DESIGN SECTION

NOTED
RICK KUEHN

PREPARED BY: Duane Kirby	DATE: 6/18/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 9/12/84
RECOMMENDED, REGION ENGINEER: X	DATE: 6/22/84	APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES: X	DATE:
RECOMMENDED, LOCATION ENGINEER: X	DATE: 8/4/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 8-24-84	

734-1914 (7-82)

CON 21-6

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-52(2) Myrtle Creek

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40127

2A. COUNTY NAME
Douglas Jackson.

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
1/23/84

8. FEDERAL ROUTE NUMBER
Primary 52

9. STATE ROUTE NUMBER
Secondary 237

10. GENERAL LOCATION:
West City Limits - South City Limits (Myrtle Creek)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering culverts, overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $33,300 - FF $29,350
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/16/84.

RECEIVED
STATE HWY ENGR
JAN 27 '84

Orig. to 1/27

REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/23/84	D. K. Dassner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1700

257 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Douglas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1396

SECTION: W. City Limits - S. City Limits (Myrtle Creek)

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: 1 | PREFIX: 110-1930 | DATE: 12/28/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 20,000	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		1,000
903 LOCAL GOVERNMENT	0		918 LOCATION		200	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	0	
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST	0	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	100	100	932 RAILROAD & UTILITIES					
						TOTALS	$ 20,100	$ 33,300
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: NA

FEDERAL AID PROJECT NUMBER: F-52(2)

LOCATION ENGINEER'S REMARKS

THIS AUTHORITY IS FOR THE PREPARATION OF PLANS AND SPECIFICATIONS FOR DRAINAGE AND OVERLAY WORK ON SUBJECT SECTION BY CONTRACT CONSTRUCTION.

Vosteeg ✓
Anderson
Adams To Rod
Mannah
Edwards E
Turpin
Trout
Wikerlig

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

PREPARED BY	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
M. J. Hans	12-28-83	X	
RECOMMENDED. REGION ENGINEER	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	
RECOMMENDED. LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		1-23-84	

734-1914 (7-82)

147 - LOC

PART 1 — PROJECT REQUEST

KEY ID # 1396

SECTION: W. City Limits - S. City Limits

REGION: 3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
(237	Myrtle Creek	FROM 0.5 TO 1.5	1.0

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Myrtle Creek	Douglas	Main Street

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
99	FAP 32	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 35
RIGHT OF WAY		$
ROADWAY	$ 150	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 25	
	$	
40% ENGINEERING & CONTINGENCIES	$ 70	
(AL CONSTRUCTION		$ 245
TOTAL ESTIMATE		$ 280

PROJECT DATA

GRADING (✓)		X
PAVING (✓)		X
STRUCTURES (✓)		
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)		2
DESIGN CATEGORY (1-7)		6
WORK TYPE (1-12)		4

RIGHT OF WAY

FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	1/85	FAP	85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	8,600 ~~8,800~~	
YEAR OF AVERAGE DAILY TRAFFIC	1982 ~~1979~~	

DEFINE THE PROBLEM

The existing surfacing has become very broken and rough over the last few years. Parts of this road has very poor drainage.

PROPOSED SOLUTION

Install cross pipes in areas where required and overlay existing surfacing.

(QUESTED, REGION ENGINEER X	DATE 2-2-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PART 1 — PROJECT REQUEST (Cont.)

NET ID #

SECTION
W. City Limits - S. City Limits; Myrtle Creek

REGION
3

PROJECT JUSTIFICATION

The existing Main Street (MP .5-.95) has become very broken and potholed. The existing curbs are also broken and in some places completely gone. The road is on about a 3% grade with only 3 inlets on the entire half mile section. The other half mile section has no curbs with about a quarter mile with flat grades and no drainage. During rainy periods, water stands on the roadway. At approximately MP 1.2 a 300 foot slide area exists. The slide material now flows onto the roadway which must be cleaned off frequently. Deep ditches exist between MP 1.4-1.5 which are adjacent to the travel lanes which create a safety hazard.

Project recommended by District Maintenance Supervisor.

The existing surfacing has a rating of "very poor" on the pavement preservation study.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: W. City Limits - S. City Limits

REGION: 3

ENTER: S—STATE E—EXISTING C—CONSULTANT N—NO A—APPLICANT

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	S
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N/S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	E	(LIST BELOW)	

COMPANIES: ALL UTILITIES ABOVE GROUND

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N	N	N	N

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	N	DESIGN SPEED 35 ~~#%~~	DESIGN STANDARDS 3R

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
	*8	*C	*10	4			12	0	12			4	*10	C*	8*	
	*	*C	*10	4			12	0	12			4	*10	C*	*	
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate Base	Dig-outs 8"				
Asphalt Concrete	4"	2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	NONE			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: W. City Limits - S. City Limits

REGION: 3

ESTIMATED RIGHT-OF-WAY IMPACTS

No Right of Way required

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

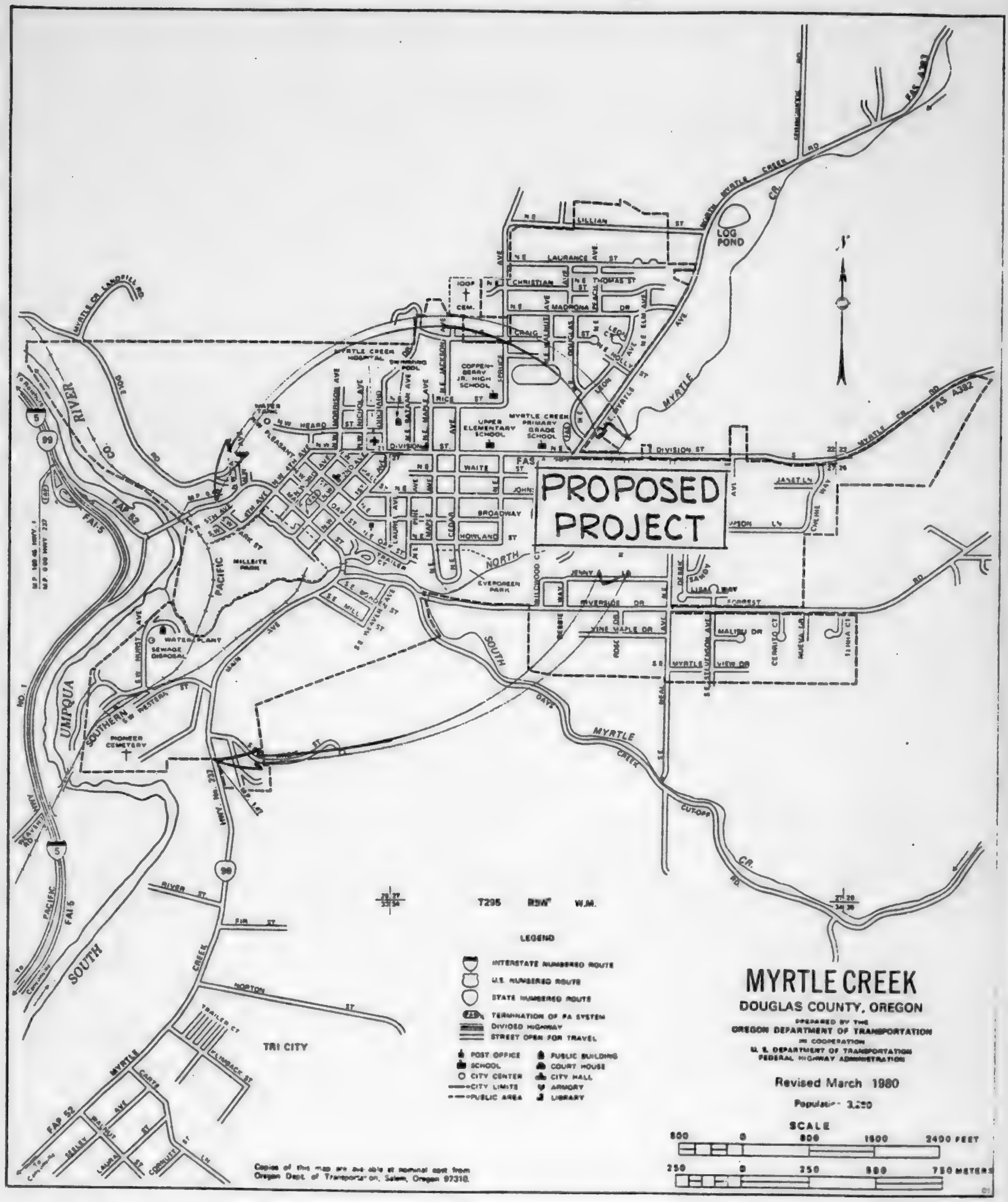
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

* Parking, curbs and sidewalks are in place in approximately half of the project.

PREPARED BY		TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X M.G. Havig	M.G. Havig	440-3419	

734-1913 (7-82)


PROPOSED PROJECT
LOG POND
MYRTLE CREEK
DOUGLAS COUNTY, OREGON
PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised March 1980
Population 3,250
T29S R5W W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
Copies of this map are available at nominal cost from Oregon Dept. of Transportation, Salem, Oregon 97310.
MYRTLE CREEK
UMPQUA
SOUTH
TRI CITY
PACIFIC
MILLSITE PARK
EVERGREEN PARK
PIONEER CEMETERY
SOUTHERN PACIFIC
MYRTLE CREEK PRIMARY GRADE SCHOOL
UPPER ELEMENTARY SCHOOL
COPPENBERRY JR. HIGH SCHOOL
WATER PLANT
SEWAGE DISPOSAL
MYRTLE CREEK HOSPITAL
SWIMMING POOL
DIVISION ST
MAIN AVE
MYRTLE CREEK RD
FAS 4382
FAP 52
FAS 5
CUTOFF RD
DOLE RD
MYRTLE CR. RD
NORTH MYRTLE CREEK RD
MYRTLE CR.
SOUTH MYRTLE CREEK
CREEK
RIVER
FIR ST
NORTON ST
TRAILER CT
ELDERBACK ST
CARTE
SELLEY
LAURA ST
COMMUNITY ST
LN
WALNUT ST
MILL
WESTERN
HEARD
PLEASANT AVE
NW 6TH AVE
NW 5TH AVE
WAITE
JOHN
BROADWAY
HOWLAND
RIVERSIDE DR
VINE MAPLE DR
MYRTLE
VIEW DR
MALIBU DR
CEMINOLO CT
SUEVA LN
ILONA CT
JAYSET LN
SANDY
FOREST
LILLIAN
LAURANCE
CHRISTIAN
THOMAS
MADRONA BEACH DR
CRAIG
DOUGLAS
LEON
HOLLY
ELM AVE
RICE
JACKSON
MADRONA
WILLOWOOD CT
DEBBIE
ROSE DR
STEVENSON AVE
DAVIS
MYRTLE CREEK HIGHWAY
NO. 1
5
99
99E
23
42
138
CEM.
LDS CHURCH
TO CANYONVILLE
TO GLENDALE
TO ROSEBURG

1985 Redwood Hwy. (7th Street) @ 9909 Morgan Lane @ Jacksonville Hwy. (Grants Pass) Section. (traffic signal instal)

C+A 8249 11-30-84

97-1

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Josephine	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6/24/87	Richard R. Arnold, Area Engineer	HES-17(5) and HES-17(7)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
8/14/85	1/15/87	100 %	S.C.D. 4/30/85 or 45 C.D.

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

REDWOOD HWY (7TH ST.) @ MORGAN LANE and REDWOOD HWY @ JACKSONVILLE HWY REDWOOD HWY Signals

Work completed under this project included the installation of a new signal system at the intersection of the Redwood Highway at Morgan Lane, the revision of the signal system at the intersection of the Redwood Hwy and Jacksonville Hwy, and the construction of sidewalk ramps as necessary. A contract in the bid amount of $105,642.20 was awarded Hamilton Electric, Inc., Eugene, Oregon on 11/21/84. Contract work began on 3/13/85.

The contract for this work specified all work be completed before the elapse of 45 calendar days or not later than 4/30/85, whichever occurs first. However, because of work suspensions and work completed under Price Agreement No. 1, the contract time was extended to 8/15/85 by the State on 8/2/85. Since all work was completed on 8/14/55, no liquidated damages were assessed.

The final estimated cost was $167,650.60 which included $104,647.45 for bid item work, $17,231.44 for approved price agreements, $4,469.60 for force account work, $10,302.11 for State force order work and $31,000 for engineering.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENG
JUL 2'87
REFER TO
Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/25/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9909

March 25, 1987

CON 5 - #9909

United Pacific Insurance Company
P.O. Box 5669
Portland, OR 97228

On January 22, 1987, we wrote to you concerning release of final payment on Contract No. 9909 awarded to Hamilton Electric, Inc. for traffic signals on the Redwood Highway (7th Street) at Morgan Lane, and Redwood Highway at Jacksonville Highway in Josephine County.

Final payment on this contract is $2,500.00 and the total contract amount is $126,348.49, including $4,469.60 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Hamilton Electric, Inc.
232 West Fifth
P.O. Box 708
Eugene, OR 97440

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9909

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9909

TO: Commission Services

DATE: January 15, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9909	On Site Work Substantially Completed	August 14, 1985
All Work Completed	January 5, 1987		
Project	Redwood Hwy. at Morgan Ln. and Redwood Hwy at Jacksonville Hwy.		
Highway	Redwood		
County	Josephine		
Type of Work	Traffic Signals		
Contractor	Hamilton Electric, Inc.		

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-22-87 - Surety letter written.

RECEIVED
JAN 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81.125.1387

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Redwood Highway @ Morgan Lane

WEEK ENDING: Feb 1, 1986

SECTION NUMBER: C39909

HIGHWAY: Redwood

COUNTY: Josephine

NAME OF JOB: Redwood Highway @ Morgan Ln

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hamilton Electric

CONTRACT NUMBER: 9909

FEDERAL AID PROJECT NUMBER: HES-17(5)&HES-17(7)

DATE OF CONTRACT: November 21, 1984

DATE WORK STARTED: March 13,1985

ESTIMATED COMPLETION DATE:

FORCE ON PROJECT FOR THE WEEK: Men 0 Supervision 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SUBJECT AUTHORIZATION	$145.140.00	SPECIFIED COMPLETION DATE: August 25. 1985	PERCENT OF TIME ELAPSED: 100.
EXCLUSIVE OF ENGINEERING	$133.140.00	ENGINEERING AUTHORIZATION $12.000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED SUBJECT, EXCLUSIVE OF ENGINEERING	$129.047.20	ENGINEERING COST TO DATE $25.428.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN UNDERRUN	-2 %	PERCENT OF AUTHORIZATION 211 %	DATE PROJECT WAS COMPLETED: August 14,1986

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AGG OR PAVE.	MATL. FINAL		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
CS IN PROJECT					
CS PARTIALLY COMPLETED					
CS COMPLETED					
ALL ESTIMATED QUANTITIES (CONTRACT)					
ALL QUANTITIES CORRECTED TO DATE					
MATED QUANTITIES MOVED OR PLACED TO DATE					
RAGE DAILY QUANTITIES					
RAGE DAILY QUANTITIES NECESSARY TO PLETE PROJECT ON TIME					
BER OF SHIFTS PER DAY					
RS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
DAY	NA			
DAY				
DAY				
NESDAY				
RDAY				
AY				
RDAY				

...ACTIVITIES FOR THE WEEKE: Feb. 1, 1986

SUNDAY	NA
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Contract complete.

2nd notification 8/14/85. Semi-final estimate has been sent in. (Contractor's payrolls will follow). This is the last weekly report.

VISITORS:

SIGNED Ken Bruny — DESIGNATION Resident Engineer

...RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 4 COPIES.

FHWA

9907

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: December 17, 1985

In Reply Refer to File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: Bruce M. Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-17(5) and HES-17(7)

Contract 9909, Work Completed August 14, 1985

Project Redwood Hwy (7th St) @ Morgan Ln & Redwood Hwy @ Jacksonville Hwy.

Highway Redwood

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-30-85
213

G. K. Hunter
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FO.
info | have | file | ... | ... | ... | ...

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
DEC 18 19[illegible]
OREGON [illegible]

734-2023 (2-85)

9107

jc cc: OSHD (Marien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
NOV 14 '85
REFER TO
Fredrickson

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Josephine	Oregon

IN COMPANY WITH: Ron Busey, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-30-85	W. N. Bryant, Area Engineer	HES-17(5) and HES-17(7)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100%	100 %

REDWOOD HWY (7TH ST.) @ MORGAN LANE and
REDWOOD HWY @ JACKSONVILLE HWY
REDWOOD HIGHWAY
Signals

NOTED
W. E. SCHWARTZ

Work completed under this project included the installation of a new signal system at the intersection of the Redwood Highway and Jacksonville Highway and the construction of sidewalk ramps as necessary. A contract in the bid amount of $105,642.20 was awarded Hamilton Electric, Inc., Eugene, Oregon on 11-21-84. Contract work began on 3-13-85 and was completed in reasonably close conformance with the plans and specifications on 8-14-85 at a final estimated cost of $155,264 which includes $104,061 for original bid item work, $16,772 for price agreement work, $4,469 for approved extra work, $4,734 for State Force work, and $25,228 for construction engineering.

The contract for this work specified all work be completed before the elapse of 45 calendar days or not later than 4-30-85, whichever occurs first. However, because of work suspensions and work completed under Price Agreement No. 1 the contract time was extended to 8-15-85 by the State on 8-2-85. Since all work was completed on 8-14-55 no liquidated damages were assessed.

Project records indicate all materials incorporated into the project were tested or inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements. All major significant overuns and underuns will be discussed in the final acceptance report.

Based on the results of this inspection, final acceptance of the contract work is recommended.

- WNB -

Form FHWA-1446A
(Rev. 2-84)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: October 10, 1985

TO: Oregon Transportation Commission

AGENDA
OCT 22 1985
ITEM 8

CON 5

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Redwood Hwy. (7th St.) @ Morgan Lane & Redwood Hwy. @ Jacksonville Hwy. Section
Redwood Highway, Josephine County
Contract No. 9909

This federal-aid traffic signal project has been completed and it is now apparent that the final cost will exceed the project authorization by $18,000 or 12 percent.

The authorization was previously increased by action of the Commission at the meeting of May 2, 1985 because of design changes requested by the City of Grants Pass. Those changes consisted of addition of an emergency vehicle preempt system and illumination.

Additional work occurring since the earlier authorization increase includes an adjustment in the location of the signal power source. This was necessary to avoid the acquisition of additional right of way which would otherwise have been required. It was also necessary to revise the illumination installation due to power line conflicts. These items have added more than $2,200 to the cost of the project.

The existing pavement at the intersection of the Jacksonville Highway and the Redwood Highway had deteriorated to a condition in which detector loops could not be properly installed or maintained. It was necessary to overlay a portion of the pavement in order to provide sufficient strength for this installation. Adjustment of the striping to accommodate the new left turn refuge was also required, as was some curb adjustment and construction of sidewalk ramps. These items combined to add approximately $4,000 more to the cost of the project.

Construction engineering charges were also required to increase in order to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $18,000 to a new total of $163,140.40. This matter will be on the consent calendar for the October 22 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
J. J. Gix
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Redwood Hwy. (7th St.) @ Morgan Lane & Redwood Hwy. @
Jacksonville Hwy. Section
Redwood Highway, Josephine County
Contract No. 9909

This federal-aid traffic signal project has been completed and it is now apparent that the final cost will exceed the project authorization by $18,000 or 12 percent.

The authorization was previously increased by action of the Commission at the meeting of May 2, 1985 because of design changes requested by the City of Grants Pass. Those changes consisted of addition of an emergency vehicle preempt system and illumination.

Additional work occurring since the earlier authorization increase includes an adjustment in the location of the signal power source. This was necessary to avoid the acquisition of additional right of way which would otherwise have been required. It was also necessary to revise the illumination installation due to power line conflicts. These items have added more than $2,200 to the cost of the project.

The existing pavement at the intersection of the Jacksonville Highway and the Redwood Highway had deteriorated to a condition in which detector loops could not be properly installed or maintained. It was necessary to overlay a portion of the pavement in order to provide sufficient strength for this installation. Adjustment of the striping to accommodate the new left turn refuge was also required, as was some curb adjustment and construction of sidewalk ramps. These items combined to add approximately $4,000 more to the cost of the project.

Construction engineering charges were also required to increase in order to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $18,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix R. V. Busey B. M. Walton D. L. Trout

August 2, 1985

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON

Re: Time Extension Request
Redwood Hwy. @ Morgan Lane and
Jacksonville Hwy. @ Redwood Hwy.
Contract No. 9909
FAP No. HES-17(5) & HES-17(7)

Your request for additional contract time in which to complete the above project has been carefully considered. A review of the project records indicates that the adjusted contract time of completion of this contract, including prior time extensions and suspension of work periods, is July 21, 1985. The review also indicates that an additional 25 calendar days of contract time is warranted due to the altered work performed under Price Agreement No. 1. A contract time adjustment of an additional 25 calendar days is accordingly granted.

The adjusted contract time of completion for this contract is August 15, 1985. To avoid confusion, this contract will have the single specified completion date of August 15, 1985, and no separate number of calendar days for completion will apply.

W. E. Schwartz, P.E.
Assistant State Highway Engineer

WES:OBJ:cm

bc: C. O. Fredrickson
Jim Gix
Ron Busey
FHWA
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: July 23, 1985

FROM: W. O. Quinn
Region Construction Engineer

Attn: O. B. Jackmond

SUBJECT: Time Extension Request
Contract No. 9909
Redwood Hwy at Morgan Lane

I have reviewed the contractor's request for a time extension and have concluded we owe him 16 days for the shut-down order issued between June 21 and July 8.

In addition, an extra work order was issued to the contractor to excavate a 380-ft. trench so that the power company could install a new power source. This work will require an estimated 11 days.

An additional 28 days should be granted to the contractor beginning on July 8. The new completion date should be August 5, 1985.

wjq:cjb

cc Ron Busey

7-30-85

W.E. Schwartz -

I concur with the reasoning and recommendation of Region and Project Manager. However, the actual counting of contract time got a bit confused on this project. I recommend a 25 C.D. time extension due to the altered work done under P.A. No. 1. Region concurs.

O. B. Jackmond

CE___ CAE___ COE___ OM___ OE___ CA___ CAM___ EEO___

RECEIVED
JUL 24 1985
CONSTRUCTION SECTION

LS___ TC___ SA___ CC___ FE___ CP___ PQC___ QCS___ FILE___

61-125-1987

DATE: June 20, 1985

TO: Oregon Transportation Commission

CON 5

ORIGINAL SIGNED
ORIGINAL SIGNED BY DUANE O. CHRISTENSEN

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Redwood Hwy. @ Morgan Lane and Jacksonville Hwy. Jct. (Grants Pass) Section
Redwood Highway, Josephine County
Contract No. 9909

This federal aid hazard elimination project is nearly finished, with completion anticipated in June, 1985. It now appears that the final cost will exceed the project authorization by $14,000 or eleven percent.

The City of Grants Pass requested several design changes in the system, including the addition of an emergency vehicle preempt (Opticom) system, interconnect of the Jacksonville Highway signal with the Rogue Valley Highway system, and illumination at the Morgan Lane intersection. These design change requests were received too late to be incorporated into the project design and their addition by change order added $15,025 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $14,000.00 to a new total of $145,140.40. This matter will be on the consent calendar for the June 20 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
Jim Gix
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 5, 1985

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Redwood Hwy. @ Morgan Lane and Jacksonville Hwy. Jct. (Grants Pass) Section
Redwood Highway, Josephine County
Contract No. 9909

This federal aid hazard elimination project is nearly finished, with completion anticipated in June, 1985. It now appears that the final cost will exceed the project authorization by $14,000 or eleven percent.

The City of Grants Pass requested several design changes in the system including the addition of an emergency vehicle preempt (Opticom) system, interconnect of the Jacksonville Highway signal with the Rogue Valley Highway system, and illumination at the Morgan Lane intersection. These design change requests were received too late to be incorporated into the project design and their addition by change order added $15,025 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $14,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
R. V. Busey
B. M. Walton
D. L. Trout

RECEIVED
STAT HWY ENGR
JUN 5 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials

June 19, 1985

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON 5

Re: Time Extension (2nd) Request
Redwood Hwy. @ Morgan Lane
Contract No. 9909
FAP No. HES-17(5) & HES-17(7)

Your second request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 31 calendar days is granted due to the altered work performed under Price Agreement No. 1.

The adjusted contract time of completion of this contract is June 30, 1985. Should you wish to submit additional data, or to further review this matter, please contact Project Manager Ron Busey.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bruce Walton

TE/177

[redacted] OFFICE MEMO

[redacted] - Region 3 440-3399

TO: C. O. Fredrickson
Construction, Engineer

DATE: June 11, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Contract No. 9909
Redwood Hwy at Morgan Lane

I discussed this request for a second time extension with Vern Neiswanger and he said it took approximately 30 days to get the second design change sent to Salem, approved and returned. Looking back at the first request, the contractor only asked for 30 days, although he was entitled to 89 days.

I recommend we grant the request for an additional 30 days.

wjq:cjb

CE.... CAE ✓ RECEIVED LS..... TC.....
COE.... OM....
OE .....
CA..... JUN 12 1985 SA..... CC.....
CAM ..... CONSTRUCTION FE ..... CP .....
EEO..... SECTION FOC.....
OCS.....
FILE.....

6-19-85

W. E. Schwartz -

I concur with Region and Proj. Mgr. and recommend a time extension of an additional 31 calendar days.

D. B. Jacobsmuhl

189-1867

9907

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER: 6-40		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Josephine
MODIFICATION NUMBER: 2		Project Number: HES-17(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 91,868.00	$ 101,866.00 ~~102604.~~
Federal funds	$ 82,681.00	$ 91,679.00 ~~92,343.~~
Other revisions		

sw

This modification is made for the following reasons: to include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of June , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 30, 1985

FEDERAL AID PROJECT NO. HES-17(7)

JACKSONVILLE HWY. JCT. (GRANTS PASS) SECTION
US 199, JCT. SR 238 (GRANTS PASS)
JOSEPHINE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 15,000.00
		Total	$ 15,000.00

Type Code Y031

Traffic Signal (1 Location)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
P.A. #1	$ .00	000	$ .00	All	$ 7,810.00
			.00		$ 7,810.00

	Increase	$ 7,810.00
Subtotal from previous estimate of November 29, 1984		67,725.63
	Subtotal	$ 75,535.63
	Engineering	11,330.37
	Total	$ 86,866.00

Retain in Reserve

Permanent Signing	All Required (50%)	$ 50.00
Removal of Luminaire Poles	All Required (100%)	600.00
	Subtotal	$ 650.00
	Engineering	88.00
	Total	$ 738.00

SUMMARY OF FUNDS 90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Traffic Signals	86,866.00	78,179.00	8,687.00
Reserve	738.00	664.00	74.00
Total	$ 102,604.00	$ 92,343.00	$ 10,261.00

Group 2 52% Group 8 7%
Contract No. 9909
Prefix: 17-1943 P.E.
Prefix: 17-1022
Appn Code 141
DDB:bkb

1909

STATE COPY

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 12-89	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
MODIFICATION NUMBER 1	12-6-84	County: Josephine
		Project Number: HES-17(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 30, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,000.00	$ 92,606.00
Federal funds	$ 13,500.00	$ 83,345.00
Other revisions		

This modification is made for the following reasons: to include construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of December, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 29, 1984

Federal-Aid Project No. HES-17(7)

Jacksonville Hwy. Jct. (Grants Pass) Section
US 199, Jct. SR 238 (Grants Pass)
Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required			$ 15,000.00
				$ 15,000.00

Type Code Y031
Traffic Signal (1 Location)

Temporary Protection and Direction of Traffic	Lump Sum	60%	Lump Sum	$ 598.80
Temporary Signs	Sq. Ft.	102	4.50	459.00
Temporary Barricades	Each	6	97.70	586.20
Flaggers	Hour	80	5.00	400.00
Sidewalk Ramps	Each	6	518.10	3,108.60
TRAFFIC SIGNALS				
Traffic Signal Installation, Complete	Lump Sum	67%	Lump Sum	51,046.63
Model 170 Controller Equipment, Complete	Each	1	6,926.40	6,926.40
				$ 63,125.63
			Subtotal	$ 63,125.63
			Engineering	8,521.37
			Total	$ 71,647.00

Anticipated Items

Permanent Pavement Striping	All Required	(50%)		$ 900.00
State Furnished PROM & Program	All Required	(50%)		1,050.00
Signal Controller Testing & Turn-on	All Required	(50%)		2,650.00
			Subtotal	$ 4,600.00
			Engineering	621.00
			Total	$ 5,221.00

Retain in Reserve

Permanent Signing	All Required	(50%)		$ 50.00
Removal of Luminaire Poles	All Required	(100%)		600.00
			Subtotal	$ 650.00
			Engineering	88.00
			Total	$ 738.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Traffic Signals	76,868.00	69,181.00	7,687.00
Reserve	738.00	664.00	74.00
Total	$ 92,606.00	$ 83,345.00	$ 9,261.00

Group 2 52% Group 8 7%
Contract No. 9909
Prefix: 17-1943 P.E.
Prefix: 17-1022

WH:bkb

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-196	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State Oregon County Josephine Project No. HES-17(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 199, Jct. SR 238 (Grants Pass)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-16-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRJ RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,000.00	$ 13,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary G. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 8-30-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon August 25, 1983

Federal-Aid Project No. HES-17(7)

Jacksonville Hwy. Jct. (Grants Pass) Section
US 199, Jct. SR 238 (Grants Pass)
Josephine County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 15,000.00
		Total	$ 15,000.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Retain in Program			
Contract Work	65,000.00	58,500.00	6,500.00
Total	$ 80,000.00	$ 72,000.00	$ 8,000.00

Group 1 100%
Prefix: 17-1943

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-39		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Josephine
MODIFICATION NUMBER 3	6-4-85	Project Number HES-17(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14 ,19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 67,777.00	$ 75,568.00 ~~75,625.00~~
Federal funds	$ 60,999.00	$ 68,011.00 ~~68,062.00~~ new
Other revisions		

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of June ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Hilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 30, 1985

FEDERAL AID PROJECT NO. HES-17(5)

REDWOOD HWY. (7th St.) @ MORGAN LANE (GRANTS PASS) SECTION
REDWOOD HIGHWAY
JOSEPHINE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 14,300.00
		Total	$ 14,300.00

Type Code Y031

Traffic Signal (1 Location)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
P.A. #1	$ .00	000	$ .00	All	$ 6,160.00	
			.00		$ 6,160.00	
					Increase	$ 6,160.00
			Subtotal from previous estimate of November		29, 1984	47,116.57
					Subtotal	$ 53,276.57
					Engineering	7,991.43
					Total	$ 61,268.00

Retain in Reserve

Permanent Signing	All Required (50%)		$ 50.00
		Subtotal	$ 50.00
		Engineering	7.00
		Total	$ 57.00

SUMMARY OF FUNDS 90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 14,300.00	$ 12,870.00	$ 1,430.00
Traffic Signals	61,268.00	55,141.00	6,127.00
Reserve	57.00	51.00	6.00
Total	$ 75,625.00	$ 68,062.00	$ 7,563.00

Group 1 41%
Contract No. 9909
Prefix: 17-1940 P.E.
Prefix: 17-1022
Appn Code 141
DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-86	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Josephine
MODIFICATION NUMBER 2		Project Number: HES-17(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,300.00	$ 67,834.00
Federal funds	$ 12,870.00	$ 61,050.00
Other revisions		

This modification is made for the following reasons: to include construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of December , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 29, 1984

Federal-Aid Project No. HES-17(5)

Redwood Hwy. (7th St.) @ Morgan Lane (Grants Pass) Section
Redwood Highway
Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required			$ 14,300.00
				$ 14,300.00

Type Code Y031
Traffic Signal (1 Location)

Temporary Protection and Direction of Traffic	Lump Sum	40%	Lump Sum	$ 399.20
Temporary Signs	Sq. Ft.	102	4.50	459.00
Temporary Barricades	Each	4	97.70	390.80
Flaggers	Hour	40	5.00	200.00
Sidewalk Ramps	Each	4	518.10	2,072.40
TRAFFIC SIGNALS				
Traffic Signal Installation, Complete	Lump Sum	33%	Lump Sum	25,142.37
Model 170 Controller Equipment, Complete	Each	2	6,926.40	13,852.80
				$ 42,516.57
			Subtotal	$ 42,516.57
			Engineering	5,739.43
			Total	$ 48,256.00

Anticipated Items

Permanent Pavement Striping	All Required	(50%)		$ 900.00
State Furnished PROM & Program	All Required	(50%)		1,050.00
Signal Controller Testing & Turn-on	All Required	(50%)		2,650.00
			Subtotal	$ 4,600.00
			Engineering	621.00
			Total	$ 5,221.00

Retain in Reserve

Permanent Signing	All Required	(50%)		$ 50.00
			Subtotal	$ 50.00
			Engineering	7.00
			Total	$ 57.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 14,300.00	$ 12,870.00	$ 1,430.00
Traffic Signals	53,477.00	48,129.00	5,348.00
Reserve	57.00	51.00	6.00
Total	$ 67,834.00	$ 61,050.00	$ 6,784.00

Group 1 41%
Contract No. 9909
Prefix: 17-1940 P.E.
Prefix: 17-1022

WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-139		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Josephine
MODIFICATION NUMBER 1		Project Number HES-17(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 14 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,000.00	$ 14,300.00
Federal funds	$ 3,600.00	$ 12,870.00
Other revisions		

This modification is made for the following reasons: to include approved increases for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of March , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary L. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon March 14, 1984

Federal-Aid Project No. HES-17(5)

Redwood Hwy. (7th St.) @ Morgan Lane (Grants Pass) Section
Redwood Highway
Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	Total	$ 14,300.00 14,300.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 14,300.00	$ 12,870.00	$ 1,430.00
Retain in Program			
Contract Work	84,000.00	75,600.00	8,430.00
Total	$ 98,300.00	$ 88,470.00	$ 9,830.00

Group 1 100%
Prefix: 17-1940
Prefix:

RHZ:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
3-133	FEDERAL-AID PROJECT AGREEMENT 3-14-83	County Josephine
		Project No. HES-17(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Redwood Hwy. (7th Street) at Morgan Lane (Grants Pass)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-1-83	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	3-1-83	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90.00%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,000.00	$ 3,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By [signature]

Acting Program Section Manager
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 14 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 10, 1983

Federal-Aid Project
No. HES-17(5)

Redwood Hwy. (7th St.) at Morgan Lane (Grants Pass) Section
Redwood Highway in Josephine County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$ 500.00
Type Code Y031 Traffic Signals		
State Force Order No. 1	All Required	3,200.00
	Subtotal	3,200.00
	Engineering	300.00
	TOTAL	$3,500.00

Length of Project: 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 500.00	$ 450.00	$ 50.00
Traffic Signal	3,500.00	3,150.00	350.00
TOTAL	$4,000.00	$3,600.00	$400.00

Group 1: 100%
Prefix: 17-1940
Prefix: 17-1015

9909-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1985

In Reply Refer to
File No.:

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON 5

Re: Time Extension Request
Redwood Hwy. @ Morgan Lane, and
Redwood Hwy. @ Jacksonville Hwy.
Contract No. 9909
FAP No. HES-17(5) & HES-17(7)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 30 calendar days is granted due to the work done under Price Agreement No. 1.

The adjusted contract time of completion of this project is 75 calendar days after start of on-site work, or May 30, 1985, whichever occurs first.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bruce Walton

TE/161

Form 734-3122

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

DATE: March 5, 1985

TO: C. O. Fredrickson
Construction Engineer

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Redwood Hwy. at Morgan Lane
Redwood Hwy. at Jacksonville Hwy.
Contract No. 9909
Josephine County

The contractor is seeking a time extension of 30 days even though he was delayed 89 days because changes were made in the contract plans, specifications, and quantities.

I recommend we grant the requested extension of time.

wjq/ba

Attach.

cc: V. Neiswanger

4-23-85
W. E. Schwartz -
I concur with Region and Proj. Mgr. and recommend a 30 c.d. time extension due to work performed under Price Agreement No. 1.

O. B. Jackmond

RECEIVED
MAR 07 1985
CONSTRUCTION SECTION

CE__ CAE__ COE__ OM__ OE____ CA____ CAM____ EEO____ LS__ TC__ SA__ CC__ FE__ CP__ POC____ QCS____ FILE____

1-183-1387

Tra 7-6-1
Grants Pass

November 30, 1984

City of Grants Pass
City Hall
Grants Pass, OR 97526

AGR 4-1

Attention: J. Michael Casey
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 8249

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic control equipment at Redwood Highway (7th Street) at Morgan Lane.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 25, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 25, 1984 on the following projects:

1. Port of Entry (Woodburn)
   Pacific Highway, Marion County
   Grading, Paving & Buildings
   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Corvallis-Newport Highway @ SW 15th St. (Corvallis)
   Corvallis-Newport Highway, Benton County
   Signals
   Pedestrian signals will be installed on this project.

3. SE 82nd Avenue - Clackamas Highway
   East Portland Freeway, Clackamas County
   Base & Paving
   Lane widening; Bicycle & pedestrian facilities will not be constructed at this time.
   Parallel facilities are planned for construction at a later date.

4. Paulina Creek Bridge
   Paulina-East Lake County Road, Deschutes County
   Structure
   Twelve-foot lanes. Four-foot shoulders available for bicycle/pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORs Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. W.C.L. - S.C.L. (Myrtle Creek)
Myrtle Creek Highway, Douglas County
Grading & Paving
Twelve-foot lane with six-foot shoulders in the rural area and twelve-foot lanes with thirteen-foot shoulder/parking and existing sidewalks in urban area.
Shoulders available to bicycle/pedestrian traffic.
Same as No. 4.

6. Redwood Highway (7th St.) @ Morgan Lane & Redwood Highway @ Jacksonville Highway (Grants Pass)
Josephine County
Traffic Signals
Pedestrian signals and sidewalk ramps will be installed for bicycle and pedestrian traffic.

7. Beltline Highway at Barger Avenue
Beltline Highway, Lane County
Traffic Signals
Pedestrian signals are being installed.

8. Washington Street - High Street
Pacific Highway West, Lane County
Paving
Four-lane couplets. Five to ten-foot sidewalks to be constructed on each side for pedestrian use.
Same as No. 4.

9. Irrigon Junction Interchange
Old Oregon Trail Highway, Morrow County
Grading, Paving & Structure
Freeway ramp reconstruction.
Same as No. 4.

10. Traffic Signal Installation (3 locations)
Various County Roads, Multnomah County
Traffic Signals
Pedestrian signals will be installed at all locations.

11. Indian Creek (Zeamer Road) Bridge
Zeamer Road, Union County
Structure
Twenty-eight-foot road way on structure and aggregate approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

12. Prairie Creek (Enterprise) Bridge
Wallowa Lake Highway, Wallowa County
Structure
Twelve-foot lanes. Six-foot shoulders on approaches and structure available for bicycle & pedestrian traffic.
Same as No. 4.

13. Bledsoe Creek and East Fork Dairy Creek Bridges
Harrington Road, Washington County
Structures
Ten-foot lanes with four-foot shoulders available for bicycle & pedestrian traffic.
Same as No. 4.

14. Gales Creek (Ritchey Road) Bridge
Ritchy County Road, Washington County
Structure
Twevle-foot lanes and three-foot shoulders on approaches and structure.
Same as No. 4.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

7707 Redwood Hwy. (7th St.) at Morgan Ln. and

Section Redwood Hwy. at Jacksonville Hwy. (Grants Pass) Programming Estimate $ _____

Highway Redwood 9-13-84 Project Length ~

County Josephine Completion Time 45 CD after start of on-site work or April 30, '85

Kind of Work Traffic Signals Est. Comp. Date April 30, '85

Prefix 17-1940 Letting Date Oct. 23, '84 Project No. HES-17(5) &
17-1943 HES-17(7)

*Revised 9-13-84 Tim

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 116,464.00 ✓

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
*Permanent Signing . . . By Others	100	
Permanent Pavement Striping	1,800	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		9,900 / 9,800.00
State Furnished PROM + Program	2,100	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn-ON	5,300	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Removal of Luminaire Poles (Jack.)	600	
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		

Subtotal $ 126,264.00

Contingencies (4-1/2%) 5,686.38 5,681.88

Engineering (8, (9,) 10%) 11,372.76 11,363.76

~~Subtotal~~ $

Credit for _____ . . . . $ 143,423.14

Estimated Net Authorization, Construction . . . . . $ 143,309.64

APPROVED

_____
Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

Rev. 11/81

nig

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-17(5) & HES-17(7)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-11-84

4. PROGRAM NO.:

5. ITEM NO.: 30066 & 30163

2A. COUNTY NAME: Josephine

6. TO

Mr. H. S. Coulter, State Highway Division
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 15 '84
REFER TO
Potter
FOR
Init. | Engr. | Asst. | Sr/Jr | Secy. | Acct. | File

Orig w/ att. to 10/15

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-3-84	Primary 17	Primary 25

10. GENERAL LOCATION:

HES-17(5) REDWOOD HIGHWAY (7th STREET) AT MORGAN LANE (GRANTS PASS)
HES-17(7) JACKSONVILLE HIGHWAY JUNCTION (GRANTS PASS)

11. GENERAL DESCRIPTION OF WORK

Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- * [x] OTHER *(Specify)*

* Anticipated items as shown in your "PS&E" Estimates dated September 14, 1984

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's October 1, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $143,480; Federal Funds $129,132.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/11/84	D. K. Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

I-a 7-6-1
Grants Pass

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(5)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-24-84

4. PROGRAM NO.

5. ITEM NO. 30066

2A. COUNTY NAME
Josephine

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/24/84

8. FEDERAL ROUTE NUMBER: Primary 17

9. STATE ROUTE NUMBER: Primary 25

10. GENERAL LOCATION:
Redwood Highway (7th Street) at Morgan Lane (Grants Pass) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/15/84 I withdraw my authorization for State Forces to proceed on 3/1/83 with the installation of a flashing beacon. (SFO #1)

Also, as requested I approve the program change as follows:

1) Character of Proposed Work: Change to read "PE & Traffic Signal".
2) Estimated Project Cost by Phases: Change to read ---

	TEC	FF	STATE
PE	$14,300	$12,870	$1,430
CONST.	84,000	75,600	8,430
PROJECT TOTALS	$98,300	$88,470	$9,830

(Increase PE TEC $13,800 Federal Funds $12,420)

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig 1 to 15

14. DATE: 2/24/84

15. SIGNATURE OF APPROVING OFFICIAL: H. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

Jra 7-6-1
Grants Pass

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

February 15, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Change

SUBJECT: Program Change
Item No. 30066
Project No. HES-17(5)
Redwood Hwy. (7th St.) at Morgan Lane
(Grants Pass) Section
Redwood Highway
Josephine County

I request your approval of a program change to increase the scope of the project as follows:

1) Character of Proposed Work--Change to read "PE & Traffic Signal".

2) Estimated Project Cost by Phases: Change to read ----

	TEC	FF	STATE
PE	$14,300	$12,870	$1,430
CONST.	84,000	75,600	8,400
PROJECT TOTALS	$98,300	$88,470	$9,830

3) Project Data: Change (2) to read--- "Install Traffic Signal, adjust utilities as required and incidentals common to this type of project".

I also request the cancellation of Order For Force Work No. 1 that FHWA approved on 3-1-83 for this project.

Attached additional data consists of Traffic Signal Warrant Comparison, Twenty-four Hour Vehicular Volume data and other traffic data.

DRH:pf
Attachment

cc: L. E. George
General Files

Form 734-3122

1969

STATE OF OREGON

INTEROFFICE MEMO

TO: Highway - Traffic

PRO 6

DATE: February 7, 1984

FROM: G. A. Potter
Program Section Manager

SUBJECT: L. E. George
Traffic Engineer

Project Revision
Title II Hazard Elimination Program
Redwood Highway (7th Street) @ Morgan Lane (Grants Pass)
HES-17(5)

Attached is a letter from Region 3 requesting that the subject project be revised from a flashing beacon installation by State Forces to a traffic signal installation by contract. All necessary programing data was submitted with the origional request.

Please cancel the Force Order approved by the Federal Highway Administration and reprogram the project as indicated above.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB

Attachment

cc: F. E. Terpin
J. J. Gix
J. L. Gaither

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
FEB 22 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO Fed Aid / PCS
FOR _____

81-125-1387

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Redwood Highway (7th St.) @ Morgan Lane

REGION: 3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
25	Redwood HIghway	FROM 2.55N TO	

☒ URBAN ☐ RURAL | CITY: Grants Pass | COUNTY: Josephine | ROAD STREET NAME:

ROUTE #: 199 | FEDERAL AID #: FAP 17 | APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 12.9	GRADING (✓)		--	FILES (#)	0
RIGHT OF WAY		$ --	PAVING (✓)		--	ACRES (#)	0
ROADWAY	$ --		STRUCTURES (✓)		--	RELOCATIONS (#)	0
STRUCTURES	$ --		SIGNING (✓)		X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 60		SIGNALS (✓)		X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ --		ILLUMINATION (✓)		--	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ --					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$ --		ENVIRONMENTAL CLASS (1,2,3)			RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 24		DESIGN CATEGORY (1-7)			CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 84	WORK TYPE (1-12)			☐ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE		$ 96.9					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Title II	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	10,780	
YEAR OF AVERAGE DAILY TRAFFIC	1982 Manual Count	

DEFINE THE PROBLEM

The accident history at this intersection shows a high incidence of right angle accidents. Accidents of this type are usually prevented by signalization.

PROPOSED SOLUTION

Install a two-phase fully actuated traffic signal.

REQUESTED, REGION ENGINEER	DATE
X	1-30-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE
X	

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Redwood Highway (7th St) @ Morgan Lane

REGION

3

PROJECT JUSTIFICATION

This intersection carries a large volume of traffic as two legs are major accesses to the freeway. Northbound freeway traffic gains access via 7th Street and southbound freeway traffic gains access via the east leg.

Vehicles entering from west to east are not able to clear the intersection in time to avoid a collision. It is felt this is due to the high approach speeds of 7th Street traffic.

This office recommends the installation of a two-phase fully actuated traffic signal which would significantly reduce the accident problem at this intersection.

This intersection is presently on the traffic signal priority list having met the accident warrant.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Redwood Highway (7th St.) @ Morgan Lane

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES
Pacific Power & Light
Pacific Northwest Bell Telephone Co.
Northwest Natural Gas
Sewer (City of Grants Pass)
Water (City of Grants Pass)

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 40 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				10			12	0	12			10				
				10			12	0	12			10				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Redwood Highway (7th St.) @ Morgan Lane

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

N/A

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

N/A

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

It is felt that a traffic signal installed at this intersection will reduce significantly the number of accidents.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Collision Diagram
Part 4 of this Prospectus has previously been submitted.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Gary M. Colfax	440-3399	

734-1913 (7-82)

10,000?

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Josephine Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Redwood Highway (7th Street) @ Morgan Lane (Grants Pass)

REGION: 3

Redwood Hwy #25

SURVEY AUTHORITY

AUTHORIZATION NO.: 2 | PREFIX: 17-1940 | DATE: 1-9-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	300	300
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION		3,500	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200	200	932 RAILROAD & UTILITIES		200			
						TOTALS	$ 4,500	$ 14,300
						PREVIOUS AUTHORIZATION		$ 500
						ADD. AUTH. REQUIRED		$ 13,800

RIGHT-OF-WAY PREFIX: NA

FEDERAL AID PROJECT NUMBER: HES - 17(5) ✓ (Proj. #)

LOCATION ENGINEER'S REMARKS

This authorization is for preliminary survey to prepare plans and specs for proposed traffic signal.

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

gary Cofer
440-3399

PREPARED BY: M. L. Harris	DATE: 1/11/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 2/10/84
RECOMMENDED, REGION ENGINEER: X L. K. Wilson	DATE: 1-17-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE: 2/1
RECOMMENDED, LOCATION ENGINEER: X	DATE:	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

7181

25

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Josephine Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Redwood Highway (7th Street) @ Morgan Lane (Grants Pass)

REGION: 3

Redwood Hwy #25

SURVEY AUTHORITY

AUTHORIZATION NO.: 2 | PREFIX: 17-1940 | DATE: 1-9-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	300	300
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION		3,500	925 AIR MONITORING			980 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	0	.	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200	200	932 RAILROAD & UTILITIES		200			
						TOTALS	$ 4,500	$ 14,300
						PREVIOUS AUTHORIZATION		$ 500
						ADD. AUTH. REQUIRED		$ 13,800

RIGHT-OF-WAY PREFIX: NA

FEDERAL AID PROJECT NUMBER: HES - 17(5)

LOCATION ENGINEER'S REMARKS

This authorization is for preliminary survey to prepare plans and specs for proposed traffic signal.

1 Versteeg ✓
Ander on
C.Y. Adams Acd
C.Y. Thomas
2 Edwards E
Terpin
3 Trout ✓
C.Y. Wakerlig

RECEIVED
MAY 30 1984
ROAD DESIGN SECTION

Do or File ☐
Return to
Bring Up ____/____/____
Action

PREPARED BY: M. P. Harris	DATE: 11/11/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X R. Lawrence O. Johnson	DATE: 2/10/84
RECOMMENDED, REGION ENGINEER: X L. K. Wilson	DATE: 1-17-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X	DATE: 2 1
RECOMMENDED, LOCATION ENGINEER: X [illegible]	DATE: [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01358

SECTION: Redwood Highway (7th St.) @ Morgan Lane

REGION: 3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
25	Redwood HIghway	FROM 2.55N TO	

☒ URBAN ☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Grants Pass	Josephine	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
199	FAP 17	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 12.9
RIGHT OF WAY		$ --
ROADWAY	$ --	
STRUCTURES	$ --	
SIGNALS	$ 60	
ILLUMINATION	$ --	
TEMPORARY PROTECTION	$ --	
	$ --	
40% ENGINEERING & CONTINGENCIES	$ 24	
TOTAL CONSTRUCTION		$ 84
TOTAL ESTIMATE		$ 96.9

PROJECT DATA		
GRADING (✓)	--	
PAVING (✓)	--	
STRUCTURES (✓)	--	
SIGNING (✓)	X	
SIGNALS (✓)	X	
ILLUMINATION (✓)	--	
ENVIRONMENTAL CLASS (1,2,3)		
DESIGN CATEGORY (1-7)		
WORK TYPE (1-12)		

RIGHT OF WAY		
FILES (#)		0
ACRES (#)		0
RELOCATIONS (#)		0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
CONSTRUCTION BY		

☐ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Title II	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	10,780	
YEAR OF AVERAGE DAILY TRAFFIC	1982 Manual Count	

DEFINE THE PROBLEM

The accident history at this intersection shows a high incidence of right angle accidents. Accidents of this type are usually prevented by signalization.

PROPOSED SOLUTION

Install a two-phase fully actuated traffic signal.

REQUESTED, REGION ENGINEER	DATE
X	1-30-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
X				

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01358

SECTION: Redwood Highway (7th St) @ Morgan Lane

REGION: 3

PROJECT JUSTIFICATION

This intersection carries a large volume of traffic as two legs are major accesses to the freeway. Northbound freeway traffic gains access via 7th Street and southbound freeway traffic gains access via the east leg.

Vehicles entering from west to east are not able to clear the intersection in time to avoid a collision. It is felt this is due to the high approach speeds of 7th Street traffic.

This office recommends the installation of a two-phase fully actuated traffic signal which would significantly reduce the accident problem at this intersection.

This intersection is presently on the traffic signal priority list having met the accident warrant.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01358

SECTION: Redwood Highway (7th St.) @ Morgan Lane

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES
Pacific Power & Light
Pacific Northwest Bell Telephone Co.
Northwest Natural Gas
Sewer (City of Grants Pass)
Water (City of Grants Pass)

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	DESIGN STANDARDS
						40 MPH	AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				10			12	0	12			10				
				10			12	0	12			10				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJEC. PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01358

SECTION: Redwood Highway (7th St.) @ Morgan Lane

REGION: 3

ESTIMATED RIGHT-OF-WAY IMPACTS

N/A

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

N/A

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

It is felt that a traffic signal installed at this intersection will reduce significantly the number of accidents.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Collision Diagram
Part 4 of this Prospectus has previously been submitted.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Gary M. Calfee	440-3399	

734-1913 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Redwood Highway (7th St) @ Morgan Lane (Grants Pass)
~~7th St. @ Morgan Lane (Grants Pass) Sec.~~

REGION 3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
25	Redwood	FROM X2.55N TO	0.1

☒ URBAN ☐ RURAL	CITY	COUNTY	ROAD/STREET NAME
	Grants Pass	Josephine	

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
199	FAP 17	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$	.5
RIGHT OF WAY	$	
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	3.5
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$	
TOTAL CONSTRUCTION	$	3.5
TOTAL ESTIMATE	$	4.0

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS Flashing beacon	(✓)	✓
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	8

RIGHT OF WAY

FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☐ CONTRACT ☐ OTHER
☒ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Title II	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	on shldr.	on shldr.
AVERAGE DAILY TRAFFIC	5500	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

High traffic volumes and a serious accident history indicate the need for remedial action.

1 Versteeg ✓ Watson KG
Anderson
2 Adams HA
Macnab
3 Stoudenmeyer DWS
Terpin
4 Trout
Wakerlig

RECEIVED
MAR 30 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

PROPOSED SOLUTION

Installation of a flashing beacon at the intersection. State forces to install the beacon.

	DATE
REQUESTED, REGION ENGINEER X K. X. Wilson	1-25-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X Herman G. Stevens	3/3/83
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Redwood Highway (7th St) @ Morgan Lane (Grants Pass)
~~7th St. @ Morgan Lane (Grants Pass)~~

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS Flashing Beacon	S	OLD (#) 0	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

COMPANIES
Power - PP&L
Tele. - PNB
Water - City of Grants Pass
Sewer - " " " "

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
								x								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. Kopin
Location Engineer
Date 2/28/83

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Josephine County

SECTION Redwood Highway (7th St) @ Morgan Lane (Grants Pass)
~~7th St. @ Morgan Lane~~

REGION 3

Redwood Highway SURVEY AUTHORITY #25

AUTHORIZATION NO. 1

PREFIX 17-1940

DATE 1-24-83

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		200	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS			938	REGION ENVIRONMENT		
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES			949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION			950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		100	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION			980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON			932	RAILROAD & UTILITIES		100				
								TOTALS		$ 500	$ 500
								PREVIOUS AUTHORIZATION			$
								ADD. AUTH. REQUIRED			$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-17(5)

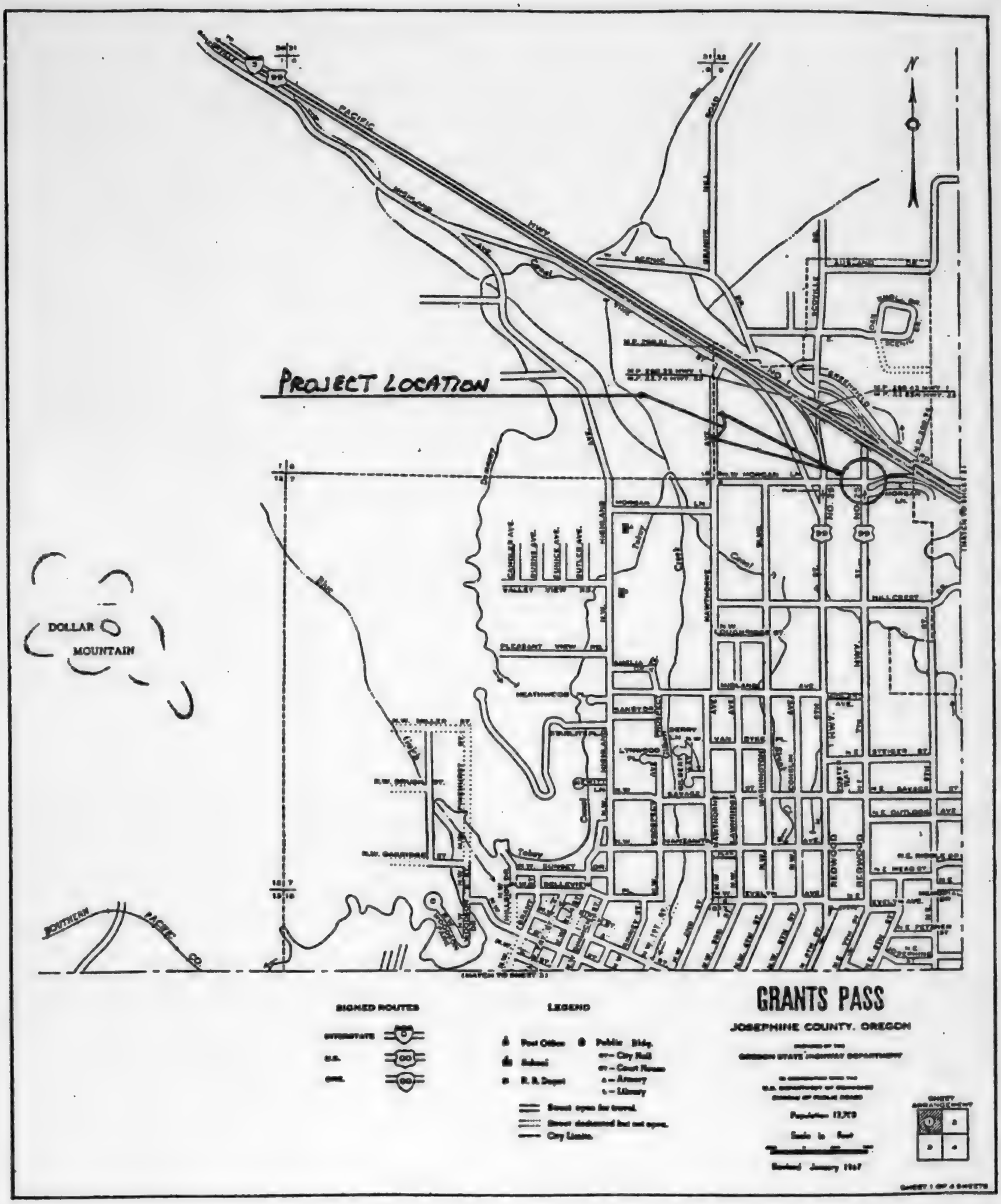
LOCATION ENGINEER'S REMARKS

This authority is for the preparation of a title sheet for a Title II safety project to install a flashing beacon by state forces.

Approved by Hwy Eng'r 2-9-83 4,000 HES

PREPARED BY: Roger E Foltz	DATE: 1-28-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X Duncan E. Stewart	DATE: 3/3/8
RECOMMENDED, REGION ENGINEER: X L X Nelson	DATE: 1-25-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [illegible]	DATE: 2-28-83
RECOMMENDED, LOCATION ENGINEER: X Harold E. Halpin	DATE: 2/28/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE: 3-1-83	

734-1914 (7-82)


PROJECT LOCATION
DOLLAR MOUNTAIN
PACIFIC HWY
SOUTHERN PACIFIC CO.
N
SIGNED ROUTES
INTERSTATE
U.S.
STATE
LEGEND
Post Office
School
R.R. Depot
Public Bldg.
City Hall
Court House
Armory
Library
Street open for travel.
Street dedicated but not open.
City Limits.
GRANTS PASS
JOSEPHINE COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 12,773
Scale in Feet
Revised January 1967

TRA 7-6-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(5) Separate F.P.

2. STATE PROJECT NO. See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30066

2A. COUNTY NAME: Josephine

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3-1-83	Primary 17	Primary 25

10. GENERAL LOCATION:

Redwood Highway (7th St) at Morgan Lane (Grants Pass) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering - Install flashing beacon

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [xx] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION — TEC $500, F.F. $450
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [x] CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2-24-83, you are authorized under time saving procedures enumerated in FHPM 8-2-3 to proceed with the necessary work estimated to be $3,500, Federal funds $3,150.

PS&E documents, as represented by SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

RECEIVED
STATE HWY ENG
MAR 7 83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Original 3/7

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3-1-83	E. K. Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 24, 1983

In Reply Refer to
File No. PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Project Data Submission
Item No. 30066
Project No. HES-17(5)
Redwood Hwy. (7th St.) at Morgan Lane (Grants Pass) Sec.
Josephine County

The attached data consists of PR-1 forms with project maps, narrative, safety priority index system sheet, collision diagram and sketch map. I request the following:

(1) Concurrence that this project qualifies for "Timesavings Procedures" enumerated in FHPM 8-2-3, paragraph 7a.

(2) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA on February 25, 1980.

(3) Approval to accomplish the work with state forces based on the public interest findings set forth in FHPM 8-2-3.

(4) Approval of the "Order For Force Work No. 1" with a total cost of $3,500 with an obligation of $3,150 in Federal funds. Three copies of Order for Force Work No. 1 are attached. Reimbursement will be claimed on an actual cost basis.

(5) Authorization that preliminary engineering changes at an estimated total cost of $500 with an obligation of $450 in Federal funds for work necessary to prepare final plans for the project are eligible even though P.S. & E. approval has been granted. Since the project contains all phases of preliminary engineering and construction the preceding action under No. 4 (P.S. & E. approval) necessitates this request.

DRH:lb

Att.

cc L. E. George
James Gix
General Files

Form 734-3122

9969

0001

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

PRO 6

TO: D. E. Swan
Acting Program Section Manager

DATE: February 9, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
Title II Hazard Elimination Program
Redwood Highway (7th Street) at Morgan Lane (Grants Pass)
Josephine County

Attached are programming data for a proposed flashing beacon project at the subject location and seven copies of a Force Order covering installation by State Forces.

The State Highway Engineer approved the project under delegated authority on February 4, 1983. The project qualifies for Title II funding under the Safety Priority Index System and the proposed work has a favorable benefit/cost ratio.

Please secure Federal Highway Administration authorization for this work, add the approval date and prefix to the Force Order and return two copies to this office. Also update the PMS.

L. E. George
Traffic Engineer

RHB:ds
Attachments

cc: F. E. Terpin
G. A. Potter
J. J. Gix

2/10/83
cc: LGWELLYN

81-125-1387

Contains Recycled Materials

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
FEB 10 1983
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9909

STATE OF OREGON
Highway Division - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: February 2, 1983

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULIER

SUBJECT: Proposed Title II Hazard Elimination Project
Redwood Highway (7th Street) @ Morgan Lane
MP X2.55N

Region 3 has requested a project to install a flashing beacon at the subject location.

Construction and all phases of engineering will be performed by State Forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Redwood Hwy. (7th St.) @ Morgan Lane (Grants Pass) Josephine County	$4,000	$3,600	$ 400

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:kkr

Attachment

APPROVED:

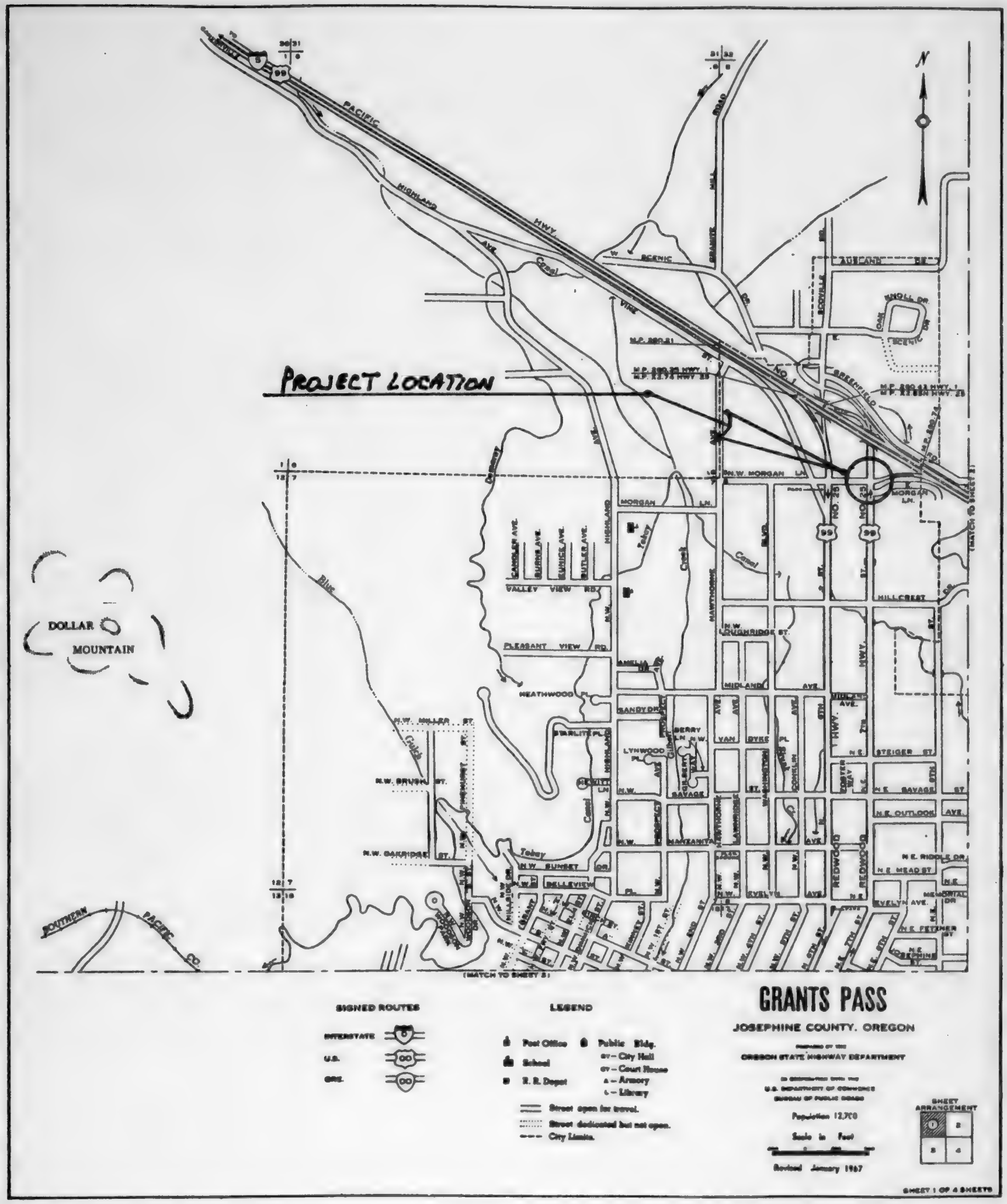
State Highway Engineer

DATE: 2-4-83

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE. 99

LEGEND

- Post Office
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- School
- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.

GRANTS PASS

JOSEPHINE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 12,700

Scale in Feet

Revised January 1967

SHEET ARRANGEMENT

1	2
3	4

SHEET 1 OF 4 SHEETS

1985 Beltline Hwy. @ Barger Ave. 9910
Section in Eugene.
(signing and traffic sig. install.)

C+A 8226 11-28-84

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9-22-86	W. N. Bryant, Area Engineer		HES-93(1)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-5-85	4-24-86	100 %	45 C. D.

LOCATION

State Road @ Barger Ave. (Eugene)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BELTLINE HIGHWAY AT BARGER AVE.
BELTLINE HIGHWAY
Signing and Traffic Signal

Work completed under this project consisted of upgrading an existing signal system to an eight-phase system and upgrading of the signing at an existing hazardous intersection. A contract in the amount of $56,747.00 was awarded Schoolhouse R. Electric, Ashland, Oregon on 12/19/84. Contract work began on 3/20/85 and was completed in reasonably close conformance with the approved plans and specification on 6/5/85 at a final cost of $74,393.96 which includes $56,868.20 for original bid item work, $3,886.85 for work completed under approved price agreements, $1,653.37 for extra work, $3,445.54 for State force work and $8,600 for engineering.

A total of 67 calendar days were used in completing the work as compared to the 45 calendar days allowed under the contract. A 36 calendar day time extension was approved by the State on 8/13/85 which eliminates all liquidated damages on the project. However, FHWA participation in the time extension was limited to 16 calendar days which leaves 6 calendar days of liquidated damages as far as FHWA participation is concerned.

There were no major significant overruns or underruns on this project.

- WNB -

NOTED
W. E. SCHWARTZ
9/25

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO
Fredrickson
FOR
E | Lia | R/D | D/R | Sig | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W W Bryant		SIGNATURE: J. A. Zumbrunnen	
TITLE: Area Engineer	DATE: 9-23-86	TITLE: District Engineer B	DATE: 9/24/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9910

May 21, 1986

CON 5 - #9910

The Ohio Casualty Insurance Company
136 North 3rd Street
Hamilton, OH 45011

On May 8, 1986, we wrote to you concerning release of final payment on Contract No. 9910 awarded to Schoolhouse R. Electric for work on the Beltline Highway at Barger Avenue in Lane County.

Final payment on this contract is $3,420.00 and the total contract amount is $62,348.42 including $1,653.37 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Schoolhouse R. Electric
287 Fourth Street
Ashland, OR 97520

R. Joe Hubbard
The Protectors Insurance Inc.
P.O. Box 4669
Medford, OR 97501

Ohio Casualty Insurance Co.
Attn: Ray McNamee
2525 S.W. First
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9910

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9910

TO: Robert Gormsen
Manager, Commission Services

DATE: April 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9910 , On Site Work Substantially Completed June 5, 1985
All Work Completed	November 15, 1985
Project	Beltline Hwy. @ Barger Ave.
Highway	Beltline
County	Lane
Type of Work	Signing and Traffic Signals
Contractor	Schoolhouse R Electric

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-8-86 - Surety letter written.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

December 16, 1985

PRO

Tim Goss
Bethel School District
4640 Barger Avenue
Eugene, OR 97402

Thank you for writing and forwarding the Bethel School District's Board of Directors resolution concerning the improvement of the Beltline and Barger Avenue Intersection.

We can certainly appreciate the work of your fifth grader at Danebo Elementary, Kaira Esgate, who has done a yeomans job of preparing the information regarding the improvement of this intersection.

I am enclosing a small brochure that describes our Six-Year Highway Improvement Program Update process (I am enclosing an extra copy for you to pass along to Kaira) that describes how we update our Six-Year Highway Improvement Program and the schedule for doing so. We will be out for public meetings around the state in March and April of 1986 and I would encourage you and other interested parties to attend our public meetings and support the improvement of that intersection.

Thank you for writing.

Larry Rulien
State Highway Engineer

Enc.

cc Representative Larry Campbell
Ray Klappenbach, Superintendent
Fred D. Miller

GAP:me sl

bc E. S. Hunter
W. E. Schwartz
Gary Potter
Jim Gix

BETHEL SCHOOL DISTRICT

4640 Barger Avenue Eugene, Oregon 97402 (503)689-0731

November 22, 1985

RECEIVED
STATE HWY ENGR
NOV 29 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. Fred Miller
Director
State Department of Transportation
Salem, OR 97301

Dear Mr. Miller:

In September, the Bethel School District's Board of Directors passed a resolution supporting the City of Eugene's proposal for the improvement of the Beltline and Barger intersection. This resolution was the direct result of a student project to study the intersection.

Kaira Esgate, a fifth grader at Danebo Elementary, made a presentation to the Board after a careful investigation. Part of her project is enclosed. Kaira made contact with city officials, gathered data, and contacted her state representative, Mr. Larry Campbell.

We realize that there are many mitigating factors involved in the state's decision to improve this intersection at the level they did. However, we would like you to be aware of the Bethel School Board's interest in this issue. There are hundreds of students, parents, and teacher that pass through this intersection every school day. Their safety is of grave concern to the board.

If you have any questions about the board's resolution or Kaira project, please contact me through the school district address. Thank you, also for you explanatory letter to Kaira last summer.

ROUTED
W. E. SCHWARTZ
RECEIVED
DOT DIRECTOR
NOV 27 '85
REFER TO
Ruhein
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

Sincerely,

Tim Goss, teacher

Bethel School District's Talented and Gifted Program

Peter - R/D
cc this info Hunter Schwartz

Ray Klappenbach, *Superintendent*
Lee Holden, *Student Services Coordinator*
Ray Bradshaw, *Assistant Superintendent*
Tim Keeley, *Special Education Director*
Bob Lady, *Curriculum Director*
Delphine Prine, *Deputy Clerk*

ETHEL SCHOOL DISTRICT

4640 Barger Avenue Eugene, Oregon 97402 (503)689-0731

RESOLUTION

September 9, 1985 NO. 38

BE IT RESOLVED, That the Board of Directors, School District Number 52, Lane County, adopt the city of Eugene's traffic plan for the Barger/Beltline intersection as presented by Kaira Esgate.

ATTEST Ray Klappenbach
Clerk

Penny Wardle
Chairperson

MOVED BY Pat Munkres SECONDED Wes Hare

RESOLUTION Passed DATE September 9, 1985
Passed/Failed

	AYE	NAY	ABSTAIN
Debra Sorensen	X		
Penny Wardle	X		
Wayne Watkins		X	
Wes Hare	X		
Pat Munkres	X		
Beverly Nobel		X	
Ginger Poage	X		

Ray Klappenbach, *Superintendent*
Lee Holden, *Student Services Coordinator*
Ray Bradshaw, *Assistant Superintendent*
Tim Keeley, *Special Education Director*
Bob Lady, *Curriculum Director*
Delphine Prine, *Deputy Clerk*

August 26, 1985

Ms. Penny Wardle, President
Bethel School District Board of Trustees
4640 Barger Avenue
Eugene, OR 97402

Dear Penny:

I am writing this letter to clarify the intent of Kaira Esgate's presentation to the Board on August 25, 1985, concerning the need for improvements at the intersection of Beltline and Barger.

Kaira was asking that the Board consider a resolution that supported the city of Eugene's plan for the intersection. The city's plan (which was included in the Board packet) is their number one priority for improvement by the state. There are twice as many accidents at that intersection than anywhere else in Eugene. Yet the state has not seen fit to place this project on its priority list.

By adopting a resolution and sending it to the state's Department of Transportation, the Board will be adding support to the city's request and increasing the possibility that the state will act.

I think the confusion occurred because Kaira included her recommendations for improving the intersection. The state has said that it is considering a cloverleaf pattern as a long term solution. But the city is simply asking for more lanes and a better situation for pedestrians. This would directly effect the students and patrons of the district. Traffic is backed up past the district office in the morning because there are no separate right turn lanes on Barger. With hundreds of students crossing there daily (most in the afternoon as many ride to school with parents), it would decrease the possibility of pedestrian acidents.

It occurred to Kaira that the second largest city in the state's number one priority for traffic safety should not be ignored by the state. The more support the city receives, the more responsive the state will be.

I hope the Board will take the time to reconsider Kaira's request and notify her of your decision. If you have any further questions, please feel free to contact Diane Bishop at the city hall, Kaira (689-1214) or me (998-1588).

I appreciate the time the Board has taken this past year to listen to the TAG Program.

Sincerely,

Tim Goss

cc:Ray Klappenbach
Ray Bradshaw

ETHEL SCHOOL DISTRICT

4640 Barger Avenue Eugene, Oregon 97402 (503)689-0731

TO: School Board Members

FROM: Tim Goss, TAG Teacher

SUBJECT: Student Presentation - Traffic Pattern

Attached are supportive materials for Kaira Esgate's presentation regarding traffic patterns in the area of Barger Avenue and Beltline.

TG:jw
8/26/85

Ray Klappenbach, *Superintendent*
Lee Holden, *Student Services Coordinator*
Ray Bradshaw, *Assistant Superintendent*
Tim Keeley, *Special Education Director*
Bob Lady, *Curriculum Director*
Delphine Prine, *Deputy Clerk*

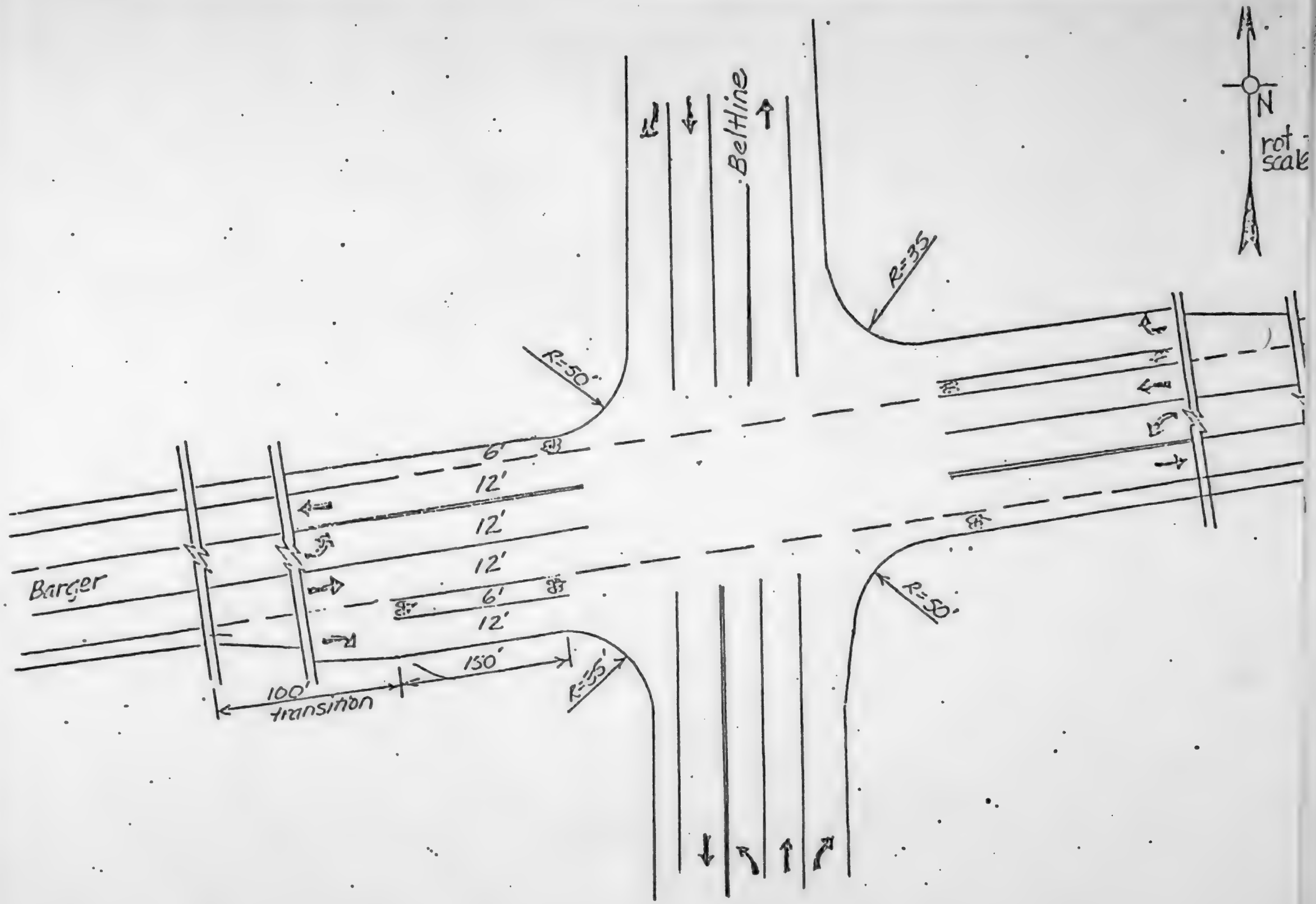
Recommendations

The Cloverleaf pattern (as shown in the model) would be the ideal way for the intersection to be built. There would be no traffic signals to stop traffic, and sidewalks and bike lanes along Barger and bike lanes on the on and off ramps would help from many pedestrians and bike riders from being injured. This would be about the most expensive way to build the intersection, but it would also be the safest.

The Limited Cloverleaf would make Beltline an overpass with a total of four on and off ramps. If you were heading west on Barger and you wanted to head north on Beltline you would take the ramp that goes up to Beltline then stop then turn in and merge in with the traffic heading north. If you were heading south on Beltline and you wanted to head west on Barger you would take the off ramp that goes down to Barger then you just would merge into the traffic heading west. Basically if you're on Barger and you want to get on Beltline, you'll stop then merge in with traffic. If you're on Beltline and you want to get on Barger, you'll go down the ramp then merge into traffic. You won't have to stop.

The city's plan (as shown in packet) would introduce turn pockets on each side of Barger if you were turning right onto Beltline. Then if you made a right turn onto Beltline there would be one lane for that, instead of one lane to go straight or turn. There would be a 100 foot transaction were you could get into the lane you wanted to. A bike lane would be put in between the straight ahead lane and the right turn lane. This would prevent bikers from getting hit by cars.

The Pedestrian-Bike overpass would prevent many bikers and pedestrians from getting hit while passing through the intersection. If the overpass was put on the side of the Beltline-Barger Shopping Center, pedestrians and bikers that have to pass through the intersection to get to the Shopping Center would be safer and as well as the kids that pass through the intersection to get to school and back home.



Suggested Striping
Barger Dr. at Beltline Hwy.

Traffic Count

The Traffic Count was taken Monday, April 1, 1985, between the hours of 7:30a.m. - 9:00a.m. at the Administration Building. About 1,808 vechicles (cars, buses, trucks, and motorcycles) and 43 pedestrians passed through the intersection at that time.

Below is a copy and results of a survey given to Shasta, Danebo, and Clear Lake teachers. to find out what they thought of the intersection. A total of 57 people were surveyed.

TAG survey taken by Kaira Esgate
Danebo 5th grader

Beltline-Barger Questionnaire

If you drive through the Beltline-Barger intersection often please fill out the following questionnaire and return it to Tim Goss in his box.

1. Do you like how the intersection is setup now?
   a. yes (5) b. no (52)

2. What changes do you think could be made at the intersection? (you may choose more than one)
   a. pedestrian-bike overpass (19) b. overpass over Barger (23)
   c. overpass over Beltline (12) d. turn off lanes off Barger and Beltline (29)

3. How often do you go through the intersection a week?
   a. 0-5 (4) b. 5-10 (8) c. 10-15 (32) d. 15-20 (8) e. 20 or more (5)

4. How do you rate the traffic when you usually drive through the intersection? (you may choose more then one)
   a. light (1) b. medium (10) c. heavy (39) d. extremley heavy (18)

5. How long do you usually wait at the intersection? (you may choose more then one)
   a. 30 sec. (1) b. 30 sec.- 1 min. (9) c. 1 min.- 1 and a half min. (15) d. 1 and a half min.- 2 min. (15) e. 2 min. or more (22)

LARRY L. CAMPBELL
Lane and Douglas Counties
District 43

REPLY TO ADDRESS INDICATED
☐ House of Representatives
Salem, Oregon 97310
☐ 2435 Wilson Drive
Eugene, Oregon 97405

Bus. Phone
Salem—378-8772
Res. Phone
Eugene—484-2201

MINORITY LEADER
HOUSE OF REPRESENTATIVES

August 1, 1985

Karin Esgate
1400 Candlelight Drive, #202
Eugene, Oregon 97402

Dear Karin:

I hope this note finds all well with you!

I appreciate you taking an interest in the safety of our highways. I have sent a copy of your letter to Fred Miller, the Director of the Oregon Department of Transportation, and asked him to look into the problem.

The intersection of Beltline Highway with Barger is congested and hazardous and I am glad you took the time to research the situation.

I will keep you posted on the outcome.

Please, let me know if there is ever anything else I can do for you.

Best regards,

Larry Campbell

LARRY L. CAMPBELL
Republican Leader
House of Representatives
District #43

LLC/km
enclosure

P.S. I was impressed with your letter. Larry

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 20, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project HES-93(1)
Beltline Highway @ Barger Avenue
Time Extension

The additional information contained in Mr. Fredrickson's September 9 letter concerning the 36 day time extension on the subject project has been reviewed. It is our understanding that 20 days of this time was due to late awarding of the contract because the City of Eugene failed to provide their required advance deposit in a timely manner. The remaining 16 days covers work added to the contract under Price Agreement No. 1.

Based on the above information, the 20 day delay in awarding the contract is considered to be the responsibility of the City of Eugene and is not eligible for Federal participation. Participation in the remaining 16 days is approved.

Sincerely yours,

D. K. Hansen

Dale E. Wilken
Division Administrator

cc:
OSHD (O. B. Jackmond, Const)
OSHD (G. A. Potter, Program)

RECEIVED
STAT. HWY ENGR
SEP 24 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

CE F CAE RECEIVED LS TC
COE OM SA CC
OE FE CP
CA SEP 26 1985 POC
CAM CONSTRUCTION QCS
ELO SECTION FILE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 27, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Oregon Project HES-93(1)
Beltline Highway @ Barger Ave.
Time Extension

The informational copy of an August 13, 1985 letter approving a 36 calendar day time extension on the subject project has been reviewed. Since the basis for this time extension is due to delays in contract award, ordering of poles, and approval of shop plans, Federal participation cannot be approved. Accordingly, this time extension should be coded non-participating.

Sincerely yours,

G. K. Hansen for
Dale E. Wilken
Division Administrator

cc:
OSHD (O. B. Jackmond, Const)
OSHD (G. A. Potter, Prog)

cy to Potter - Dimmers 9-5-85 Rec.

NOTED
ROBERT N. BOTHMAN

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
Bothman
FOR
Info | Init | RO | D/R | Insp | Adv | File
cy Schwartz

August 16, 1985

TRA

Karin Esgate
1400 Candlelight Drive #202
Eugene, OR 97402

Proposed highway improvement projects in Oregon are studied to decide which projects will do the most people the most good for what the work will cost. These projects are then put into the Six-Year Highway Improvement Program, which lists all the proposed projects for the next six years. The Highway Division then plans and organizes the projects so the available funding can be put to the best use. Unless some special funding source is available for a project, it must compete statewide with other worthy projects for the limited resources available for highway construction.

The Beltline Highway at Barger Avenue signal improvement project was done with hazard elimination and safety funds, which are special funds set up by the federal government only to make safety improvements where there have been several accidents of the same type. At Beltline Highway and Barger Avenue there had been enough accidents between cars turning left and cars coming straight through from the opposite direction to qualify for money from this fund. Putting in signals for the left turning cars helps to prevent this type of accident. Safety projects built with money from this fund don't have to be taken from the Six-Year Program, but only specific safety work can be done.

You asked why the state would not fund the city's intersection plans at Beltline Highway and Barger Avenue. The signal improvement project was done with special hazard elimination and safety funds. Unless special funding such as this can be used, all worthy projects statewide must compete for funding from the limited resources available from the regular highway construction funds. Beltline at Barger did not qualify for special funding and was not high enough on the Six-Year Program list to be eligible for regular highway construction funds. Beltline Highway at Barger Avenue is on the Six-Year Program for future consideration, but the exact improvements or a time schedule have not yet been decided. I hope this will help explain how the Highway Division decides which projects to build and the order in which to build them.

W. E. Schwartz
Assistant State Highway Engineer

cc: Representative Larry Campbell

bc: E. S. Hunter
L. W. Rulien
L. E. George

August 16, 1985

The Honorable Larry L. Campbell
Republican Leader
House of Representatives
2435 Wilson Drive
Eugene, Oregon 97405

Highway improvement projects in Oregon are undertaken on a priority system based on the calculated benefits which will be realized from the proposed improvements. The prioritizing system takes into account improved traffic movement, future traffic needs, vehicle and pedestrian safety, and projected funding capability. Based on their ranking from the prioritizing process, projects are placed on the State's Six-Year Highway Improvement Program. From this Program, the State plans and organizes the construction activities and budget allotments for the coming years. In this way, the maximum benefit is derived from the available funding.

Locations with a history of above average accident rates may be eligible for funding from a special Federal Highway Administration program called Hazard Elimination and Safety (HES). Funding available through the HES Program is based on the number and severity of accidents at specific locations and for specific conditions which may be reduced or eliminated by the proposed improvements.

The maximum HES participation is calculated by assigning a representative value, provided by the National Safety Council, to the preventable accidents which have occurred over the last five-year period. For qualifying locations HES will provide 90 percent of project costs, up to the available maximum, with the state or local jurisdiction providing the remaining 10 percent. HES-funded projects bypass the prioritizing process and are eligible for immediate scheduling for the location-to-design-to-construction process.

The recent signal improvement project at the intersection of Beltline Highway and Barger Avenue in Eugene was funded with HES funds based on a high accident rate for left-turning vehicles from Barger Avenue to Beltline Highway. The State provided the 10 percent matching funds. This project consisted of reconstruction of the traffic signal to provide protected (signalized) left turns on all approaches and relocation of the poles back from the curb lines. These specific improvements were all that could be justified for HES funding, and other funding was not available.

Beltline Highway at Barger Avenue is currently listed on the Six-Year Highway Improvement Program for future consideration.

I hope this will help you understand the process we use to analyze and allocate funds to needed projects.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

Enclosure

bc L. W. Rullen
E. S. Hunter
L. E. George

GM:dpy

#9910

Copy
FLH 6
cpy

Larry -
This needs to go today. His constituent wants a response by Sunday, Thx -

The main question is

Do you have any idea why the state won't fund the plans?

4:50 Friday 5-16

Fred -
Traffic returned revised draft Larry gone home - Security signing & mailing to meet Sunday deadline!

FRED MILLER

LARRY L. CAMPBELL
Lane and Douglas Counties
District 43

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ 2435 Wilson Drive
Eugene, Oregon 97405

Bus. Phone
Salem—378-8772
Bus. Phone
Eugene 484-2201

MINORITY LEADER
HOUSE OF REPRESENTATIVES

RECEIVED
AUG 6 1985
TRAFFIC ENGINEERING

August 1, 1985

Fred Miller, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

NOTED
L.E. GEORGE

Dear Fred:

I have enclosed a copy of the letter sent to me by Karin Esgate, a sixth grader at Shasta Middle School in Eugene.

Karin is concerned with the intersection of Beltline with Barger. She has completed a traffic count and has contacted the Eugene Traffic Office with her findings. The Office agreed the traffic in that intersection is heavy, but the state will not fund its renovation.

Will you investigate this matter? Please, keep me posted on your findings.

Let me know if there is ever anything I can do for you.

Best regards,

LARRY L. CAMPBELL
Republican Leader
House of Representatives
District #43

LLC/km
enclosure

cc: Karin Esgate

8-5-85
Bud Hong
R/D please
Ed M
Done 8/14.

RECEIVED
STATE HWY ENGR
AUG -5 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
AUG 2 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

for Miller

1400 Candlelight Dr. #202
Eugene, Oregon 97402
July 28, 1985

Dear Ms. Campbell,

I am a sixth grader at Shasta Middle School, I am also a Bethel TAG student. I am working on a plan to redesign the Beltline-Bangor Intersection. I have taken a traffic count and in a hour and a half 1,823 cars and 43 pedestrians and bikers went through the intersection. Which is a lot of traffic. I have talked to a Eugene Traffic Official and she has told me that the state will not fund the cities plans for the intersection. Do you have any ideas why the state won't funed the plans? The traffic light change is just not enough to ensure the safety of the driver, the pedestrian, and the biker. I would really appreciate if you could answer my letter by August 18, 1985.

Yours truly,
Kavia Esgate

August 13, 1985

CON 5

Schoolhouse R Electric
287 Fourth Street
Ashland, Oregon 97520

Time Extension Request
Beltline Highway @ Barger Ave.
Contract No. 9910
FAP No. HES-93(1)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 36 calendar days is granted due to the delay in awarding this contract and due to the added work performed under Price Agreement No. 1.

The adjusted contract time of completion of this contract is June 5, 1985. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc E. S. Hunter
C. O. Fredrickson
Jim Gix w/att.
Doug Greene w/att.
FHWA w/att.

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: July 24, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Request for Time Extension
Beltline at Barger Avenue
Lane County
Contract No. 9910

I have analyzed the contractor's request for a time extension, and have concluded that he is entitled to a completion date of June 19 and a work-day count of 71 days. From my research, I feel we owe him 24 days for the delay between the bid opening and the award of the contract, 16 days because we delayed his ordering of the poles (thereby delaying receipt of same), and, finally, 10 days because of an unreasonable delay in approving shop plans. This is an extension of 50 calendar days from April 30th, and 26 work days.

wjq:cjb

Attach.

cc: D. Greene

8-8-85
W. E. Schwartz —

I concur with Region and recommend a time extension of 36 C.D. (20 days for late award; 16 days for P.A. No. 1 which delayed the pole delivery). This will eliminate all liquidated damages under the contract.

D. D. Jackson

CE CAE RECEIVED LS TC
COE OM JUL 29 1985 SA CC
OE FE CP
CA CONSTRUCTION FQC
CAM SECTION QCS
EEO FILE

25-1587

EA # C09910 REPORT # 19 DATE: July 27, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7/21/85 SUNDAY	No Activity this week.
7/22/85 MONDAY	
7/23/85 TUESDAY	
7/24/85 WEDNESDAY	
7/25/85 THURSDAY	
7/26/85 FRIDAY	
7/27/85 SATURDAY	

REMARKS

First Notification March 20, 1985

* - Contract specifies April 30, 1985 or 45 calendar days, whichever occurs first.

2nd Notification 6/5/85
Semi final submitted this week.
This will be the last report.

SIGNED D. W. Greene, Project Manager LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

9910

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Belt. Hwy. @ Barger		WEEK ENDING: July 27, 1985
		SECTION PREFIX: EA# C09910
HIGHWAY: Beltline		COUNTY: Lane
NAME OF JOB: Beltline Hwy. @ Barger	KIND OF WORK: Signing & Traffic Signal Installation	
CONTRACTOR: Schoolhouse Electric	CONTRACT NUMBER: 9910	FEDERAL AID PROJECT NUMBER: HES-93(1)
DATE OF CONTRACT: Dec. 19, 1984	DATE WORK STARTED: March 20, 1985	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 45 *	CALENDAR DAYS USED: 64
PROJECT AUTHORIZATION: $ 69,812.94	SPECIFIED COMPLETION DATE: April 30, 1985 *	PERCENT OF TIME ELAPSED: 140
EXCLUSIVE OF ENGINEERING: $ 63,715.74	ENGINEERING AUTHORIZATION: $ 6097.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 64,364.85	ENGINEERING COST TO DATE: $ 5500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN XXXXXXXX UNDERRUN . . . . . 1.3 %	PERCENT OF AUTHORIZATION . . . . . 90 %	DATE PROJECT WAS COMPLETED: June 5, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	Signs
						100	0

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 29 1985
CONSTRUCTION SECTION

CE E CAE ... LS ... TC ...
COE ... OM ... SA ... CC ...
OE ... FE ... CP ...
CA ... PQC ...
CAM ... QCS ...
EEO ... PILS ...

9910

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: July 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

NOTED
H.S.COULTER

CON 5

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-93(1)

Contract 9910, Work Completed June 5, 1985

Project Beltline Hwy. @ Barger Ave.

Highway Beltline

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-21-85

RECEIVED
STATE HWY ENGR
AUG - 5 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

for D. K. Hossner
Dale E. Wilken
Division Administrator

BMW:mk

cc: H. S. Coulter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
AUG 2 1985
CONSTRUCTION SECTION

CE CAE COE OM OE CA CAM EEO
LS TC SA CC FE CP POC QCS FILE

734-2023 (2-85)

7710

Section Beltline Hwy. at Barger Ave. Programming Estimate $ ____

Highway Beltline Project Length ____

County LANE Completion Time 45 CD from start of "on-site work" or NLT April 30, '85

Kind of Work SIGNS + Traffic Signals Est. Comp. Date April 30, '85

Prefix 20-1926 Letting Date ~~Nov. 15~~ Oct. 23, '84 Project No. HES-93(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 71,170.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished PROM + Program	700	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing & Turn-On	2025	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
____		
____		
____		
____		
____		
Adjust Utilities:		
____		
____		
		$ 4,225.00
Subtotal		$ 75,395.00
Contingencies (4-1/2%)		3,392.78
Engineering (8, 9, (10%))		7,539.50
~~Subtotal~~		$
Credit for ____		
Estimated Net Authorization, Construction		$ 86,327.28

APPROVED

____
Road Design Engineer

Rev. 11/81

STATE COPY

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 1-24	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 1			County: Lane
			Project Number: HES-93(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000	$ 82,813
Federal funds	$ 11,700	$ 74,531
Other revisions		

This modification is made for the following reasons:

To include construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. HES-93(1)

Beltline Highway @ Barger Ave. Section
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

			All Required	$	13,000.00
			Total	$	13,000.00

TYPE CODE Y031
Traffic Signal (1 location)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$	2,800.00
Temporary Signs	Sq. Ft.	110	5.00		550.00
Flaggers	Hour	40	10.00		400.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum		300.00
Signal Pole Mounts	Lump Sum	All	Lump Sum		3,600.00
Type "C" Signs in Place	Sq. Ft.	19	11.00		209.00
Type "F" and "G" Signs in Place	Sq. Ft.	17	12.00		204.00
Type "U" Signs in Place	Sq. Ft.	136	19.00		2,584.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum		36,200.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum		9,900.00
				$	56,747.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$	1,500.00
State Furnished Prom & Program	All Required		700.00
Signal Controller Testing & Turn-On	All Required		2,025.00
		$	4,225.00
	Subtotal	$	60,972.00
	Engineering		8,841.00
	Total	$	69,813.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$13,000.00	$11,700.00	$1,300.00
Signal	69,813.00	62,831.00	6,982.00
TOTAL	$82,813.00	$74,531.00	$8,282.00

Group 1: 100%
Contract No. 9910
Prefix: 20-1926 P.E
20-1094

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 4-67	**FEDERAL-AID PROJECT AGREEMENT** 4-7 84	Oregon
		County: Lane
		Project No.: HES-93(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Beltline Hwy. @ Barger Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-17-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,000.00	$ 11,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Nolan

For Manager, Program Section
(Title)

~~By~~ for: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: Dale E. Wilken

Date executed by Division Administrator APR 9 '84

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon, March 22, 1984

Federal Aid Project No. HES-93(1)

Beltline Hwy. @ Barger Ave. Section
Beltline Highway in Lane County

Project Agreement Estimate

Type Code PENG

Preliminary Engineering	All Required	$13,000.00
	Total	$13,000.00

Length of Project - - - - - 0.0 Mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 13,000	$11,700	$ 1,300
Retained in Program			
Contract Work	98,000	88,200	9,800
Total	$111,000	$99,900	$11,100

Group 1 - 100%
Prefix 20-1926

Ira 7-6-1
Eugene

November 28, 1984

City of Eugene
City Hall
Eugene, OR 97401

AGR 4-1

Attention: Warren G. Wong
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8224

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to upgrade the existing traffic signals at Beltline Highway at Barger Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

9910

November 9, 1984

PRO

77-5243

Bert Teitzel
City Engineer
City of Eugene
858 Pearl Street
Eugene, OR 97401

Dear Mr. Teitzel:

In our letter of October 30, 1984 we requested an advance deposit of $1,750 for the cost of the proposed traffic signal installation on the Beltline Highway at Barger Avenue.

In computing the City's share of the matching funds an incorrect figure, 25 percent, was used. According to the agreement, 50 percent should have been used in the computation. The City's share is computed as follows:

Contractor's Bid		$ 56,747.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,500.00	
State Furnished PROM & Program	700.00	
Signal Controller Testing & Turn-on	2,050.00	4,225.00
SUBTOTAL		$ 60,972.00
Contingencies (4 1/2%)		2,743.74
Engineering (10)		6,097.20
TOTAL CONSTRUCTION COST		$ 69,812.94
Less Federal Funds		62,831.65
BALANCE		$ 6,981.29
CITY SHARE AND ADVANCE DEPOSIT 50% of $6,981.29 =		$ 3,490.65
ADVANCE DEPOSIT (ROUNDED)		$ 3,500.00

AO# 84-130 & 84-131
#1,750 each - Total #3500
check recd 12-19-84
RBB

Please submit your $3,500, or $1,750 if you have already sent the money from our first request, at your earliest convenience, using one of the three options for payment described in the attachment. Your cooperation in making this correction will be greatly appreciated.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bcc: w/AD #84-135
Jack Ayres, Region 3
V.E. Skoog - Please return completed AD #84-135 when deposit is made.

7710

October 30, 1984 PRO

Bert Teitzel
City Engineer
City of Eugene
858 Pearl Street
Eugene, OR 97401

Dear Mr. Teitzel:

On October 25, 1984 we received a satisfactory bid from Schoolhouse R. Electric, 287 Fourth Street, Ashland, Oregon 97520, for the proposed installation of traffic signals on the Beltline Highway at Barger Avenue.

In accordance with Agreement No. 8226 the City of Eugene shall deposit it's share of the construction costs at this time. The City's share is computed as follows:

Contractor's Bid		$ 56,747.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,500.00	
State Furnished PROM & Program	700.00	
Signal Controller Testing & Turn-on	2,025.00	4,225.00
SUBTOTAL		$ 60,972.00
Contingencies (4 1/2%)		2,743.74
Engineering (10%)		6,097.20
TOTAL CONSTRUCTION COST		$ 69,812.94
Less Federal Funds		62,831.65
BALANCE		$ 6,981.29
CITY SHARE AND ADVANCE DEPOSIT		
25% of $6,981.29 =		$ 1,745.32
ADVANCE DEPOSIT (ROUNDED)		$ 1,750.00

Please submit your $1,750, which should arrive not later than November 16, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bcc: w/AD #84-130
Jack Ayres, Region 3
V.E. Skoog - Please return completed AD #84-130 when deposit is received.

9410

Jun 7-6-1
Eugene

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-93(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-10-84

4. PROGRAM NO.:

5. ITEM NO.: 40136

2A. COUNTY NAME: Lane

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
Potter
FILE

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-3-84

8. FEDERAL ROUTE NUMBER: Primary 93

9. STATE ROUTE NUMBER: Primary 69

10. GENERAL LOCATION:

BELTLINE HIGHWAY AT BARGER ROAD

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- * [X] OTHER *(Specify)*

* Anticipated items as shown in your "PS&E" Estimate dated September 25, 1984.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's October 1, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $86,327; Federal Funds $77,694.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-10-84	D. K. Hoosman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7110

John Grassman
Kane

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

October 8, 1984

Kip Osburn
Regional Traffic Engineer
Oregon Department of Transportation
P.O. Box 1128
Roseburg, OR 97470

RECEIVED
OCT 16 1984
LOCATION
SECTION

RE: Beltline at Barger Signal Project

Dear Kip,

Thank you for the opportunity to add our input during the early design stages of this project. Although we realize this is a signal redesign, we would like to bring your attention to some intersection safety problems and possible design solutions of which you may not be aware:

1) We note that you plan to install only two luminaires. At present we have four and would like to recommend installation of 4-400 watt high pressure sodium luminaires perpendicular to, and on the far side of, each approach to accomodate the high volume of pedestrians and bicyclists on Barger Drive.

2) Two problems have arisen from the placement of the extruded curbing which separates bikes and pedestrians from motorists. Large trucks find they cannot negotiate the curb returns and have broken the curbing. The loose pieces create a hazard for bicyclists and they have no escape route if the remaining curbing blocks their way. Our Bicycle Coordinator finds any raised obstruction in the roadbed unsafe for bicyclists. (You may wish to check with Larry Asberry, Maintenance Engineer for the State in Eugene, on the amount of maintenance they require.)

   The other problem with the extruded curb is that right-turning motorists on Barger do not seem to notice bicyclists until the bicyclists break out of the safety of the curbs. The cars are already into their turns by then. We also have received two accident reports of bicyclists running a red light and being hit by cross or turning traffic. A logical conclusion is that the bicyclists do not feel responsible to follow the traffic signals when separated by the curb.

   A suggested solution for this problem would be to install bike lanes, curb and gutter, and south sidewalks in this area. If the State will install the south sidewalks to its property line, it will be continuous with existing city sidewalks on both ends.

3) We recommend the installation of right turn lanes to safety position the through bicyclists and provide them with better visibility. It will also increase intersection capacity due to a significant eastbound right turn movement. A sketch is attached which shows these recommendations.

We are pleased with the decision to move the signal poles back from Beltline. They have been damaged often by large trucks. We would like to request two other changes which should improve operations:

1) Please install bike activated loops within the bike lane in addition to the bike/pedestrian push buttons.

2) We would prefer to have the junction box for #6 loop installed behind the sidewalk and stubbed out to the edge of the gutter skirt in order to prevent future problems with overlays.

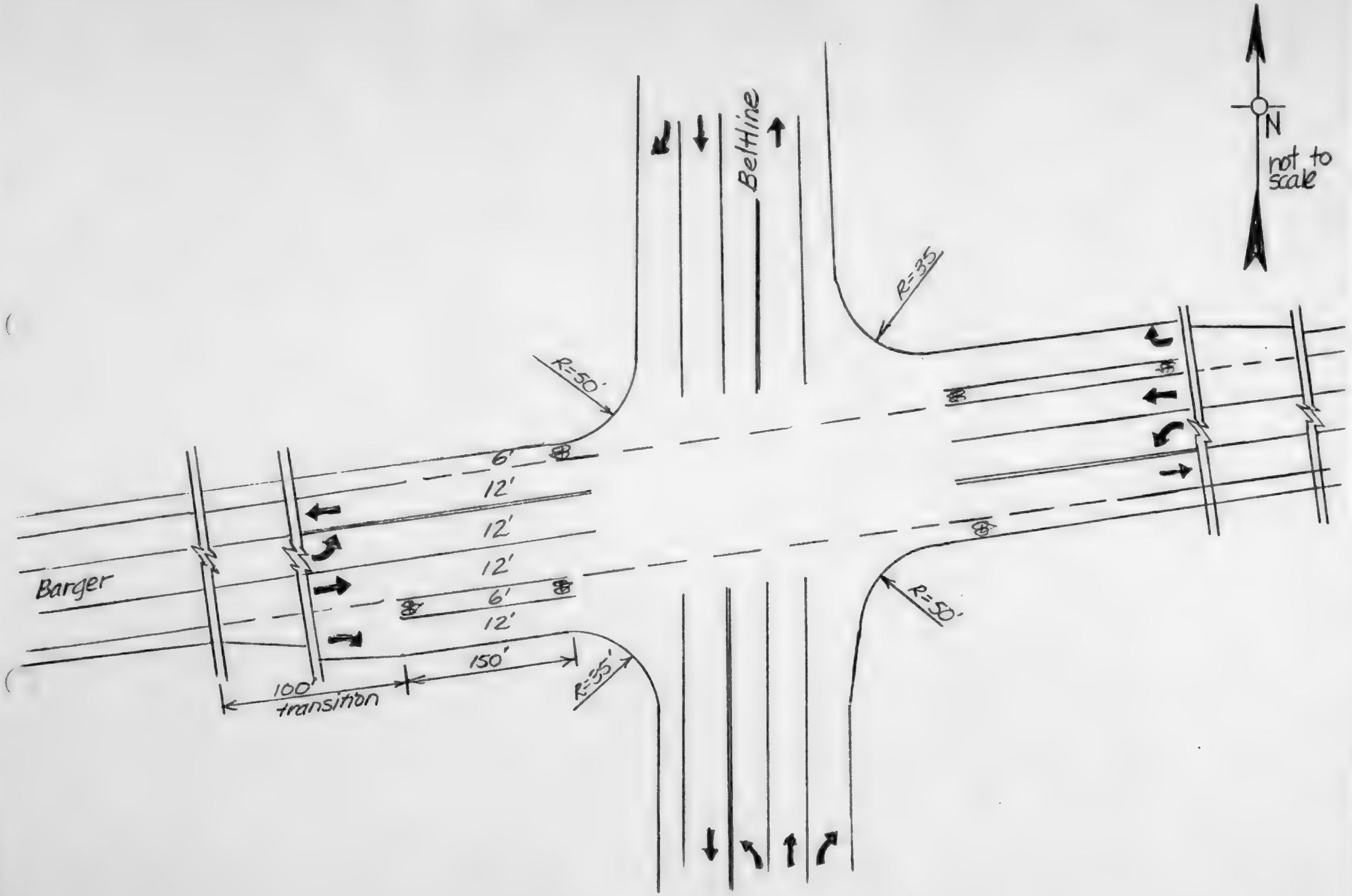
We hope these requests and suggestions will be useful in your final intersection design.

Sincerely,

Jim Hanks
Traffic Engineer

cc: Diane Bishop,Bicycle Coordinator
John Emmons, Traffic Systems Manager
John Grassman, State Bicycle Program Coordinator

DLBBAR/BLT



Suggested Striping
Barger Dr. at Beltline Hwy.

7710

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September ~~20~~ 27, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project HES-93(1)
Beltline Highway @ Barger Avenue
Time Extension

The additional information contained in Mr. Fredrickson's September 9 letter concerning the 36 day time extension on the subject project has been reviewed. It is our understanding that 20 days of this time was due to late awarding of the contract because the City of Eugene failed to provide their required advance deposit in a timely manner. The remaining 16 days covers work added to the contract under Price Agreement No. 1.

Based on the above information, the 20 day delay in awarding the contract is considered to be the responsibility of the City of Eugene and is not eligible for Federal participation. Participation in the remaining 16 days is approved.

Sincerely yours,

Original Signed By

Dale E. Wilken
Division Administrator

cc:
OSHD (O. B. Jackmond, Const)
OSHD (G. A. Potter, Program)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 24 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Loc Prog's
Is the comment on advance deposit correct?
Don T

9710

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: Gary A. Potter, Manager
Program Section

ATTN:
Ed Marges

DATE: September 11, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Traffic Signal Installation
Beltline Highway No. 69 at Barger Avenue
City of Eugene
Agreement No. 8226

The Special Provisions of the subject agreement should be modified as follows:

1. State and Agency shall share (50-50%) in the "match" money for the contract.

2. The City of Eugene will initially maintain and pay for power for the installation. State will share equally in this cost as billed by the City.

Please proceed with negotiations.

L. E. George
Traffic Engineer

BET:ds

PROGRAM SECTION
MANAGER RESOURCE UNIT
FA UNIT PROGRAM UNIT
SEP 13 1984
REFER TO Manager
R/D ACT REPLY
DISC INFO FILE

81-125-1367

Contains Recycled Materials

ATTACHMENT NO. 1

SPECIAL PROVISIONS

1. State shall, as a federal-aid participating preliminary engineering function, conduct the necessary field surveys, environmental studies, traffic investigations, foundation explorations and hydraulic studies, identify and obtain all required permits, and perform all preliminary engineering and design work required to produce final plans, preliminary/final specifications and cost estimates.

2. State shall, upon award of a construction contract, furnish all construction engineering, field testing of materials, technical inspection and project manager services for administration of the contract. The State shall obtain "Record Samples" at specified intervals for testing in the State Materials Laboratory in Salem.

3. Agency shall, in conformance with requirements of the Oregon Action Plan, and if necessary shall appoint and direct the activities of a Citizen's Advisory Committee and Technical Advisory Committee, conduct any required public hearings and recommend the preferred alternative.

4. Agency shall, upon completion of construction, be responsible to pay their annual negotiated rate (usually 50 percent) of all cost of electrical energy consumed in the operation of the traffic signal.

~~5. Agency shall, according to the policy statement for cooperative traffic control project, dated August 22, 1984, pay for 25 percent of the installation costs and 100 percent of all electrical costs of energy consumed in the operation of the traffic signal.~~

5. State and Agency shall provide equal shares (50%) of the required match.

Misc. Contracts & Agreements
No. 8226
Date: 8/29/84

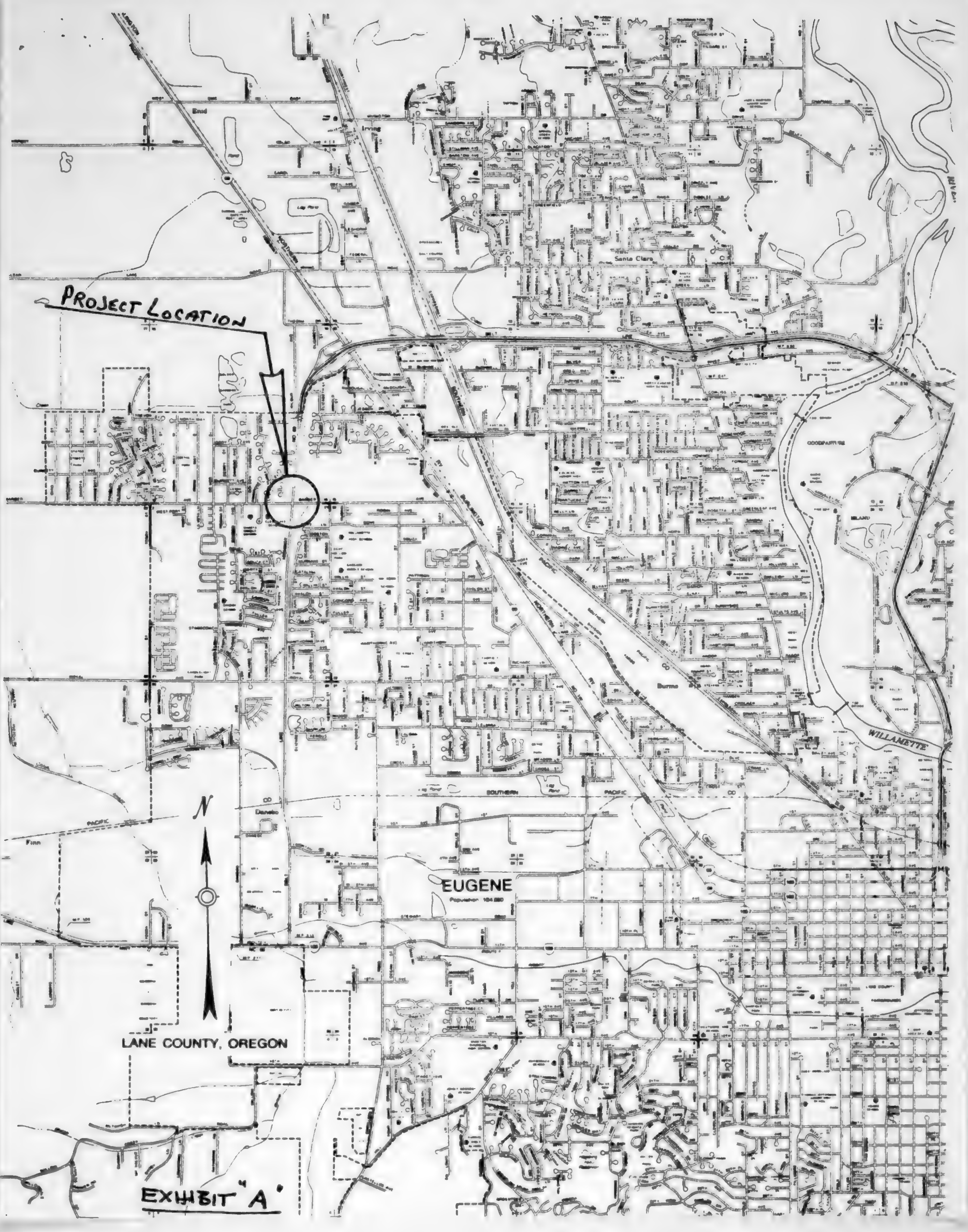

PROJECT LOCATION
Irving
Santa Clara
WILLAMETTE
SOUTHERN PACIFIC
EUGENE
N
LANE COUNTY, OREGON

EXHIBIT "A"

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
FOR
BE DIR ASST ENGR TRAF ENGR DIST ENGR RES ENGR

August 27, 1984
IN REPLY REFER TO
HFO-OR/550

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Proposed Personal Service Contract
Wilsey & Ham
Preliminary Engineering
Traffic Signals

Mr. Potter's letter of 8/21/84 requested pre-award review and approval of the subject proposal which includes work to be accomplished for the following projects:

F-2-3(-)	Oregon Coast Hwy. @ Winchester Ave. (Reedsport)
HES-93(1)	Beltline Hwy. @ Barger Ave. (Eugene)
F-15(-)	Crater Lake Hwy. @ Delta Waters Rd. (Medford)
FG-51(-)	Cape Arago Hwy. @ Oak St. (N. Bend)
IR-105-4(-)197	Interstate 105 @ County Club Rd. (Eugene)

Under the provisions of FHPM 1-7-2.7d the above projects must be approved and authorization granted before any work can be approved for a consultant. Project HES-93(1) has been approved. In addition, the prerequisites necessary for project approval must be completed such as Environmental Classification, A-95, and signal warrants.

When the above has been accomplished consideration will be given to the subject proposal.

Sincerely yours,

D. K. Hansen
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (L E George)
OSHD (E Marges)

NOTED
H. S. COULTER

7910

lane county

August 20, 1984

Mr. Jack Ayres
Region Federal Aid Specialist
Department of Transportation
Highway Division, Region 3
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Ayres:

This office received the copies of the agreement that were sent to John Goodson, Director of Public Works. In reading through the agreement we were concerned, as it was our understanding that the County was no longer responsible for the intersection at Barger and Beltline.

Further research showed that we have two agreements on file that specifically state that either the State or the City of Eugene would be responsible for the traffic signal at this intersection. I have attached copies of these agreements with the sections marked.

I am also returning the original agreements to you. If you should have any questions please feel free to contact myself or Randy Schulze, Traffic Engineer.

Sincerely,

George Price
Acting County Engineer

cc: Randy Schulze
Traffic Engineer

CY:GP:ss

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
AUG27 1984
REFER TO _____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

9910

Form 734-3106

6-54

Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Beltline Hwy @ Barger Ave. (City of Eugene)

Made by 19 Checked by 19 Rechecked by 19

SCHOOLHOUSE R ELECTRIC

Contractor's Bid		$ 56,747.00
Anticipated ~~Additional~~ Items		
Permanent Pavement Striping	$ 1,500	
State furnished PROM & Program	700	
Signal Controller Testing & turn-on	2025	4,225.00
	SUBTOTAL	$ 60,972.00
Contingencies 4½%		2743.74
Engineering 10%		6,097.20
	TOTAL CONSTR. Cost	69,812.94
	FHWA Share	62,831.65
	Balance	6,981.29

CITY SHARE & ADVANCE DEPOSIT

~~50~~ ~~25~~% of $ 6,981.29, = ~~$ 1745.32~~ $ 3490.65

Advance Deposit ROUNDED = ~~$ 1750.00~~ $ 3500.00

Cooperative policy statement signed in June 1954

9117 r11

TRA 7-6.1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-93(1)		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Lane
	5. ITEM NO. 40136	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/17/84	Primary 93	Primary 69

10. GENERAL LOCATION:

Beltline Highway at Barger Avenue Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $13,000
- ☐ ACQUISITION OF RIGHT-OF-WAY F.F. $11,700
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 1/31/84.

RECEIVED
STATE HWY ENG.
FEB 24 '84
REFER TO
Potter
Ff
Info | Inves | Ltr | File

Orig 2/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/17/84	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7-6-1
Eugene

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: January 31, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40136
Project No. HES-93(1)
Beltline Hwy. @ Barger Ave. Section
Beltline Highway
Lane County

Attached data consists of PR-1 forms with project maps, Safety Priority Indexing System data sheet, collision diagram, traffic signal warrant calculation sheet and sketch map.

I request your authorization to proceed with all phases of preliminary engineering including utility preparatory work as necessary to obtain PS&E approval at an estimated total cost of $13,000 with an obligation of $11,700 in Federal Funds.

DRH:bkb
Attachments

cc: L.E. George
James J. Gix (Region 3)
General Files

Form 734-3122

9910

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: January 5, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Beltline Highway @ Barger Avenue

Region 3 has requested a project to upgrade the existing traffic signal at the subject location from 5-phase to 8-phase to provide protected left turn movements for vehicles exiting Barger Avenue.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Beltline Highway @ Barger Avenue Lane County	$111,000	$99,900	$11,100

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE - TRAFFIC ENGINEER

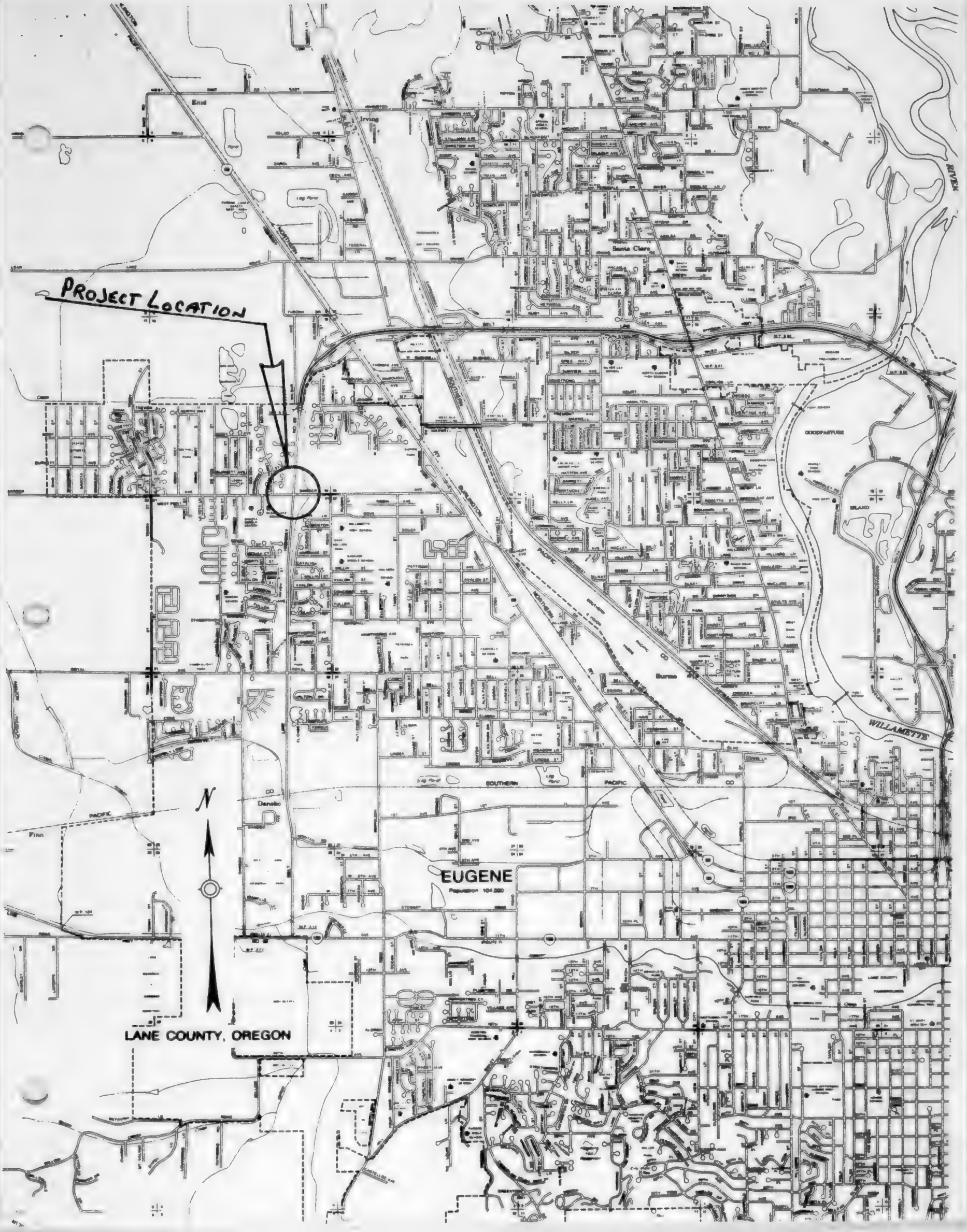
1/11 orig. to Gorman
Cy George files

RECEIVED
STATE HWY ENGR
JAN 10 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

APPROVED:

State Highway Engineer

DATE: 1-11-84


PROJECT LOCATION
N
EUGENE
LANE COUNTY, OREGON
Irving
Santa Clara
Danebo
Finn
Eugene
Springfield
RIVER
WILLAMETTE
SOUTHERN PACIFIC
NORTHERN PACIFIC
BURLINGTON
GOODPASTURE
ISLAND

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Lane Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Beltline Hwy. @ Barger Ave.

REGION: 3

Beltline Hwy #69
SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 20-1926

DATE: 12-20-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3,500	$ 3,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT	–		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	–		918 LOCATION		400	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT	–	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	–	
910 REGION GEOLOGIST	–		924 D.O.T.			955 R/W RELOC. ASSISTANCE	–	
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	–		980 PUBLIC HEARING	–	
913 RIGHT-OF-WAY LIAISON	–		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500	500	932 RAILROAD & UTILITIES		100			
						TOTALS	$ 4,500	$ 13,900
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: NA

FEDERAL AID PROJECT NUMBER: HES-93(1)

LOCATION ENGINEER'S REMARKS

This is for authority to perform a field survey, gather any needed field data and prepare a base map at this location.

1 Verstee
Anderson
(Cy) Adams
(Cy) Macnab
2 Edwards E
Terpin
3 Trout
(Cy) Wekerly

RECEIVED
MAR 14 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Approved State Hwy Eng. 1-11-84

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Gary M Offer	12/21/83	X [illegible]	3/1/84
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES	DATE
X [illegible]	12/21/83	X [illegible]	3-1-84
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X [illegible]	[illegible]	2-17-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02206

SECTION: Beltline Hwy. @ Barger Ave.

REGION: 3

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
69	Beltline Highway	FROM 5.62 TO	intersecti

☐ URBAN ☒ RURAL

CITY: Eugene

COUNTY: Lane

ROAD/STREET NAME:

ROUTE #:

FEDERAL AID #: FAP 25

APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 13	
RIGHT OF WAY	$ -	
ROADWAY	$ -	
STRUCTURES	$ -	
SIGNALS	$ 70	
ILLUMINATION	$ -	
TEMPORARY PROTECTION	$ ~~5~~ -	
	$	
~~30%~~ ENGINEERING & CONTINGENCIES	$ ~~30~~ ~~28~~	
TOTAL CONSTRUCTION	$ ~~105~~ ~~98~~	
TOTAL ESTIMATE	$ 111	

PROJECT DATA

GRADING (✓)		
PAVING (✓)		
STRUCTURES (✓)		
SIGNING (✓)	X	
SIGNALS (✓)	X	
ILLUMINATION (✓)	X	
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	7	
WORK TYPE (1-12)	9	

RIGHT OF WAY

FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	Title II	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	1	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	12,800	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Barger Avenue is a two lane road running in the east - west direction. At the approach to the intersection the roadway widens to two lanes eastbound and westbound. The left lane for exclusive left turns and the right lane for through and right turns. The existing signal is operating as a 5-phase with no separate turning phases for Barger Avenue traffic.

PROPOSED SOLUTION

Install 8-phase fully actuated signal with illumination.

REQUESTED, REGION ENGINEER: X	DATE: 12-21-83			
APPROVED, ASST HWY ENG FOR OPERATIONS: X	DATE:			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X	DATE:	TRANSP COMM. APPROVAL DATE:	PROGRAM YEAR:	FUNDING:

73-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Beltline Hwy. @ Barger Ave.

REGION

3

PROJECT JUSTIFICATION

This office has been asked by the City of Eugene to investigate this intersection to see what could be done to increase traffic flow and reduce accidents.

Beltline Highway is a two lane facility which widens to three lanes at the existing signal. This consists of an exclusive left turn lane, a through lane and a right turn only lane. The left turn lanes have exclusive phasing.

Barger Avenue is a two lane facility which widens to three lanes at the intersection; a left turn, a through and a right turn lane. There is no exclusive phasing for the left turn movement.

Of the approaching volumes on Barger Avenue, over thirty percent are making a left turn movement. Since there is no exclusive left turn phasing, a high number of turning accidents have occurred. An eight-phase signal would greatly reduce the number of accidents at this intersection.

The pedestrian signal heads have been hit several times by turning vehicles due to the poor location of the strain poles. New strain poles could be relocated to remove them as a fixed object hazard.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 3

SECTION Beltline Hwy. @ Barger Ave.

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 1	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON: N

EASEMENTS (#): 0

ACCESS CONTROL (Y/N): Y

COMPANIES
Pacific Northwest Bell
EWEB
Northwest Natural Gas
Group W Cable TV

DESIGN SPEED: 55 MPH

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				8			12	0	12			8				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Beltline Hwy. @ Barger Ave.

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

N/A

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Conforms to local comprehensive plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Will increase the flow of traffic and reduce the number of accidents.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

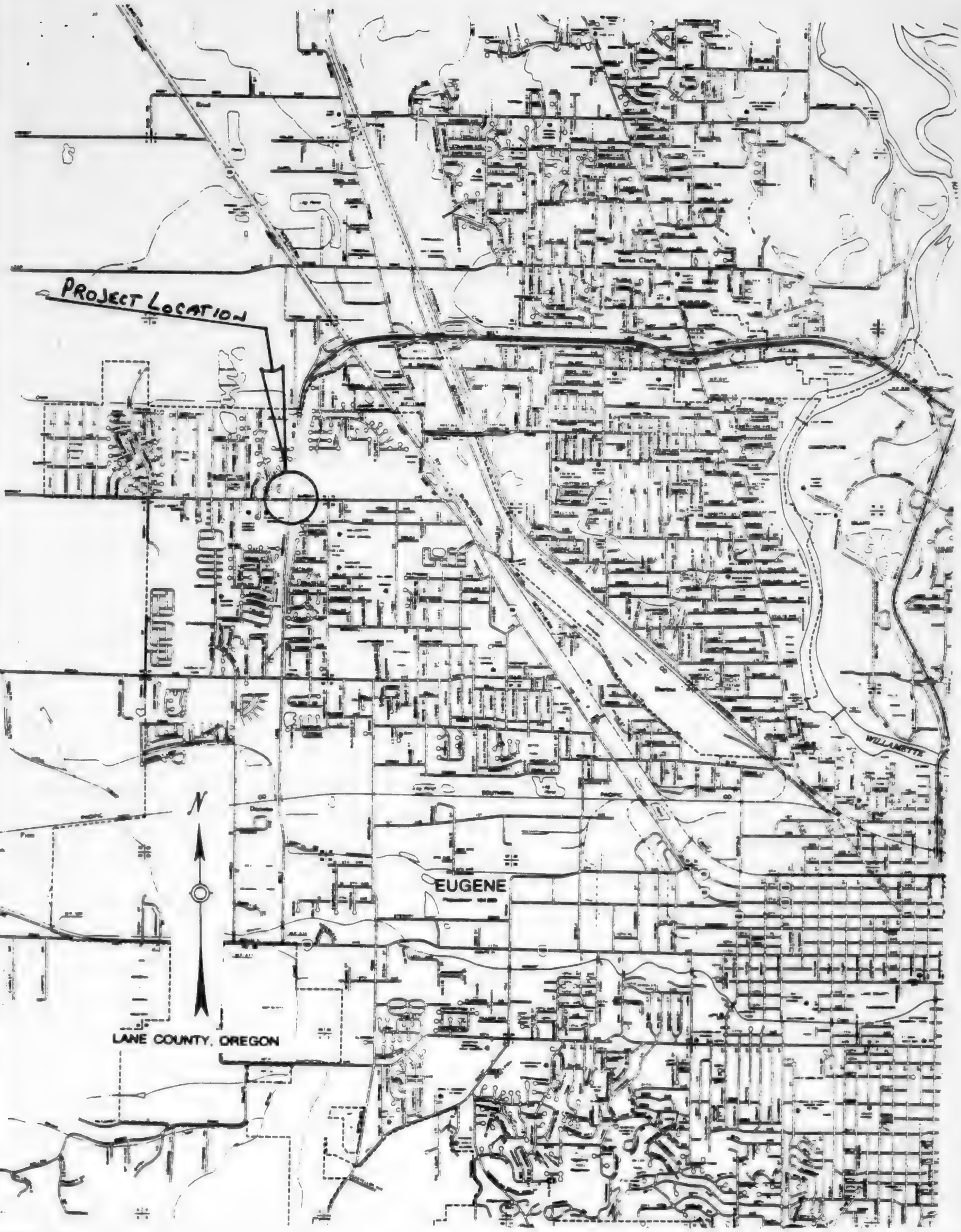
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Vicinity map, collision diagram

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Kayem Collyer	440-3399	

734-1913 (7-89)


PROJECT LOCATION
N
EUGENE
LANE COUNTY, OREGON
WILLAMETTE

1984 Traffic Sig. Install. @ three 9912 locations on various County Rds. in Multnomah County. (traffic sig.)

C+A 8079 6-8-84
C+A 8076 6-6-84
C+A 8077 5-31-84

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

STATE COPY

jc cc: OS (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10/24/86	T. P. Lowe, Area Engineer 10-24-86	HES-9800(2), HES-9810(3) & HES-9858(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
5/23/85	11/7/85	90 %	CDC

LOCATION: SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TRAFFIC SIGNAL INSTALLATION @ THREE LOCATIONS
VARIOUS COUNTY ROADS
Traffic Signals

This project provided for the installation of traffic signals at three intersections:

1) S. E. Stark Ave. @ 99th Ave.
2) N. E. Halsey St. @ 181st Ave.
3) S.E. Division St. @ Kelly Ave.

The project was completed prior to the specified completion date of 6/15/85.

The final cost of $140,000 was 10% below the authorization.

NOTED
W. E. SCHWARTZ

- TPL -

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson
FOR
Init. | Inv. | R/W | D-R | Spec. | Pr. | File

cy 10/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T P Lowe		SIGNATURE: G. K. Hoesner	
TITLE: Area Engineer	DATE: 10/27/86	TITLE: District Engineer A	DATE: 10/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9912

November 21, 1985

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

CON 5
#9912

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9912 awarded to Mill Plain Electric, Inc. for traffic signal installation at three locations on various Multnomah County roads.

Final payment on this contract is $1,000.30 and the total contract amount is $130,524.51. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Mill Plain Electric, Inc.
6115 N.E. 88th Street
Vancouver, WA 98665

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
11-21-85 ac

9912

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9912 ,	On Site Work Substantially Completed	May 23, 1985
All Work Completed	August 15, 1985		
Project	Traffic Signal Installation at 3 locations		
Highway	Various County Roads		
County	Multnomah		
Type of Work	Signals		
Contractor	Mill Plain Electric, Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Traffic Signal Installations at Three Locations		WEEK ENDING: May 25, 1985
		SECTION PREFIX: 226-1013
HIGHWAY: Various County Roads		COUNTY: Multnomah
NAME OF JOB: Traffic Signal Installation, 3 Locations	KIND OF WORK: Signals	
CONTRACTOR: Mill Plain Electric	CONTRACT NUMBER: 9912	FEDERAL AID PROJECT NUMBER: HES 9880(2) HES 9858(4) HES 9810(3)
DATE OF CONTRACT: November 21, 1984	DATE WORK STARTED: April 15, 1985	ESTIMATED COMPLETION DATE: June 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 15, 1985	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 156,270.21		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $ 131,533.00	ENGINEERING AUTHORIZATION $ 12,391.47	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 131,533.00	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: May 23, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Cloudy	1		
MONDAY 20	Cloudy	1		
TUESDAY 21	Sunny	1		
WEDNESDAY 22	Sunny	1		
THURSDAY 23	Partially Cloudy	1		
FRIDAY 24	-			
SATURDAY 25	-			

RECEIVED
MAY 30 1985
CONSTRUCTION SECTION

CE F CAE ---- OE ---- CA ---- CAM ---- EEO ----
LS ---- TC ----
SA ---- CC ----
FE ---- CP ----
POC ----
QC ----
FILE ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No work performed.
MONDAY 20	Contractor installed signals, illuminated signs & wiring at 99th & Stark.
TUESDAY 21	Contractor grouted aroung pole bases, installed pedestrian push button signs and revised power service entrance at 181st & Halsey to power company requirements.
WEDNESDAY 22	Contractor turned on signals at 181st & Halsey, Division & Kelly & 99th & Stark. Contractor also removed old controller, signals and span wires at 181st & Halsey.
THURSDAY 23	Contractor reinstalled loops #9 & #10 at 99th & Stark which did not work properly. Contractor removed existing steel poles & repaired sidewalks at 181st & Halsey.
FRIDAY 24	--
SATURDAY 25	--

REMARKS

Work completed at all three locations as of Thursday, 5-23-85.

SIGNED Robert E. Johnson LOCATION Portland

Robert E. Johnson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

January 7, 1985

CON 5

Mill Plain Electric, Inc.
6115 N. E. 88th Street
Vancouver, WA 98665

#9912

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9912 for traffic signal installation at three locations on various County roads in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Correon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 S. W. Beaverton Highway,
Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Mike Smith
L. E. George
Robert Johnson
2115 S. E. Morrison St.
Portland, OR 97214

Mill Plain Electric
6115 N.E. 88th Street
Vancouver, WA 98665 • Phone (206) 574-7265

November 30, 1984

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Subject: Contract 9912

Attention: Robert W. Gormsen

Enclosed are the two copies of the contract that has been signed by the officers of our company and our Surety.

Earlier today I explained to Sandy that our current insurance coverage expires on the 15th of December and at this time we have gone out for bids on coverage for next year. Because of this situation, and being that we have no intention of doing any on site work until after the first of the year, we felt that it would be somewhat useless to submit a certificate of insurance for one weeks coverage. As soon as we have selected a company for next year, we will submit the certificates. We also understand that the contract will not be executed by the State of Oregon until receipt of these documents.

Sincerely,
MILL PLAIN ELECTRIC, INC.

Dale Schlecht

Dale Schlecht

RECEIVED
DEC 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-84	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Multnomah
MODIFICATION NUMBER 1		Project Number: HES-9858(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,550	$ 79,905
Federal funds	$ 13,995	$ 71,914
Other revisions		

This modification is made for the following reasons:

To include construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 3, 1984

Federal Aid Project No. HES-9858(4)

NE Halsey St. @ NE 181st Section
County Road in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	Lump Sum	All	Lump Sum	$ 15,550.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	660.00
Temporary Signs	Sq. Ft.	100	1.00	100.00
Temporary Barricades	Each	12	30.00	360.00
Flaggers	Hours	40	10.00	400.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	52,946.33
				$ 54,466.33

Anticipated Items

Proms (State)	All Required	$ 200.00
Programs (State)	All Required	500.00
		$ 700.00
	Subtotal	$ 55,166.33
	Engineering (Signal Control Test)	1,741.00
	Engineering	7,447.67
	Total	$ 64,355.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$15,550.00	$13,995.00	$1,555.00
Signals	64,335.00	57,919.00	6,436.00
TOTAL	$79,905.00	$71,914.00	$7,991.00

Group 1: 100%
Contract No. 9912
Prefix: 226-19~~10~~09
Prefix: 226-1013

RHZ:me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 3-187	FEDERAL-AID PROJECT AGREEMENT 3-20-84	Oregon
		County Multnomah
		Project No. HES-9858(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., NE Halsey St. @ NE 181st Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-9-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,550.00	$ 13,995.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 3-26-84

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Gen. File

Oregon State Highway Division
Salem, Oregon March 15, 1984

Federal-Aid Project No. HES-9858(4)

NE Halsey St. @ NE 181st St. Section
County Road in Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 15,550.00
		Total	15,550.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,550.00	$ 13,995.00	$ 1,555.00
Retain in Program			
Contract Work	100,000.00	90,000.00	10,000.00
Total	$ 115,550.00	$ 103,995.00	$ 11,555.00

Group 1 100%
Prefix: 226-1910
RHZ:bkb

.972

October 30, 1984 PRO

Larry Nicholas, County Engineer
Multnomah County
2115 S.E. Morrison
Portland, OR 97214

Dear Mr. Nicholas:

On October 25, 1984 we received a satisfactory bid from Mill Plain Electric, Inc., 6115 N.E. 88th Street, Vancouver, WA 98665, for traffic signal installations at three locations in Multnomah County. These locations are N.E. Halsey at 188th Ave., S.E. Division at S.E. Kelly Ave. and S.E. Stark at 99th Avenue.

The Local Agency Agreements No. 8076, 8077 and 8079 require the County to deposit it's share of the construction costs at this time. The County's share is computed as follows:

Contractor's Bid		$131,533.00
Anticipated Additional Items:		
Signal Controller Testing	$ 4,050.00	
PROMS (State)	600.00	
Program (State)	1,500.00	6,150.00
SUBTOTAL		$137,683.00
Contingencies (4 1/2%)		6,195.74
Engineering (9%)		12,391.47
TOTAL CONSTRUCTION COST		$156,270.21
Less Federal Funds (90%)		140,643.18
COUNTY SHARE		$ 15,627.03
ADVANCE DEPOSIT (ROUNDED)		$ 15,630.00

Please submit your $15,630, which should arrive not later than November 16, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

Placed in LGIP 11-15-84 ; Power of attorney said to be in mail. RLD

RLD:bkb
Attachment
bcc: w/AD #84-132
Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-132 when deposit is received.

9912 TRAFFIC SIGNAL INSTALLATION

Section AT THREE LOCATIONS

Highway Various County Roads

County MULTNOMAH

Kind of Work TRAFFIC SIGNALS

Prefix 726-1959 (36%) 226-1910 (23%) 226-1909 (41%)

Programming Estimate $ 235,000.00

Project Length —

Completion Time 45 days at each intersection or not later than

~~Est.~~ Comp. Date June 15, 1985

Letting Date October 25, 1984

Project No. HES-9800(2) HES-9810(3) HES-9858(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 200,898.46

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing (State)	4050.00	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
PROMS (State)	600.00	
Program (State)	1500.00	
Adjust Utilities:		
		$ 6150.00
Subtotal		$ 207,048.46
Contingencies (4-1/2%)		9317.18
Engineering (8, (9), 10%)		18634.36
~~Subtotal~~		$
Credit for _____		
Estimated Net Authorization, Construction		$ 235,000.00

APPROVED

J. H. Wenley

Road Design Engineer

APPROVED

FINAL DESIGN ENGR.

Rev. 11/81

9912

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

10-23-84

Highway # 2026
Multnomah County

Attention: Right-of-Way Section

Subject: Federal Aid Project No. HES-9858(4) 226-1909
HES-9810(3) 226-1910
HES-9800(2) Prefix 726-1959

Project Name 181st & Halsey / 99th & Stark / Division & Kelly

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 23rd day of October, 1984

County of Multnomah

Certified By:

Regional Right-of-Way Supervisor
Date 11-6-84

John E. Nicholas
County Engineer

Traffic Engineer

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

Tra 7-6-1
Gresham

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: See Below

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:

5. ITEM NO.: 40161

2A. COUNTY NAME: Multnomah

RECEIVED
STATE HWY ENGR
OCT 9'84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

6. TO: 40163
40164

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/3/84	FAU 9800, 9810 & 9858	County Roads

10. GENERAL LOCATION:
HES-9800(2) SE Division at SE Kelly Avenue (Gresham)
HES-9810(3) SE Stark at 99th Avenue
HES-9858(4) NE Halsey Street at NE 181st Street

11. GENERAL DESCRIPTION OF WORK
Traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimates dated 9/25/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimates as anticipated items as being cost effective.

Mr. Potter's 10/1/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $232,047; Federal Funds $208,841.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	D. K. Hessmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Fin 7-6-1
Gresham

June 8, 1984

Multnomah County Engineer
2115 SE Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 8079

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment at the intersection of SE Division and SE Kelly Avenue (Gresham).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: January 27, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
SE Division Street @ SE Kelly Avenue (Gresham)

Multnomah County has requested a project to install traffic signals at the subject intersection.

Construction will be by contract with State and County Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	County Funds
County	SE Division St @ SE Kelly Ave (Gresham) Multnomah County	$89,500	$80,550	0	$8,950

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE - TRAFFIC ENGINEER

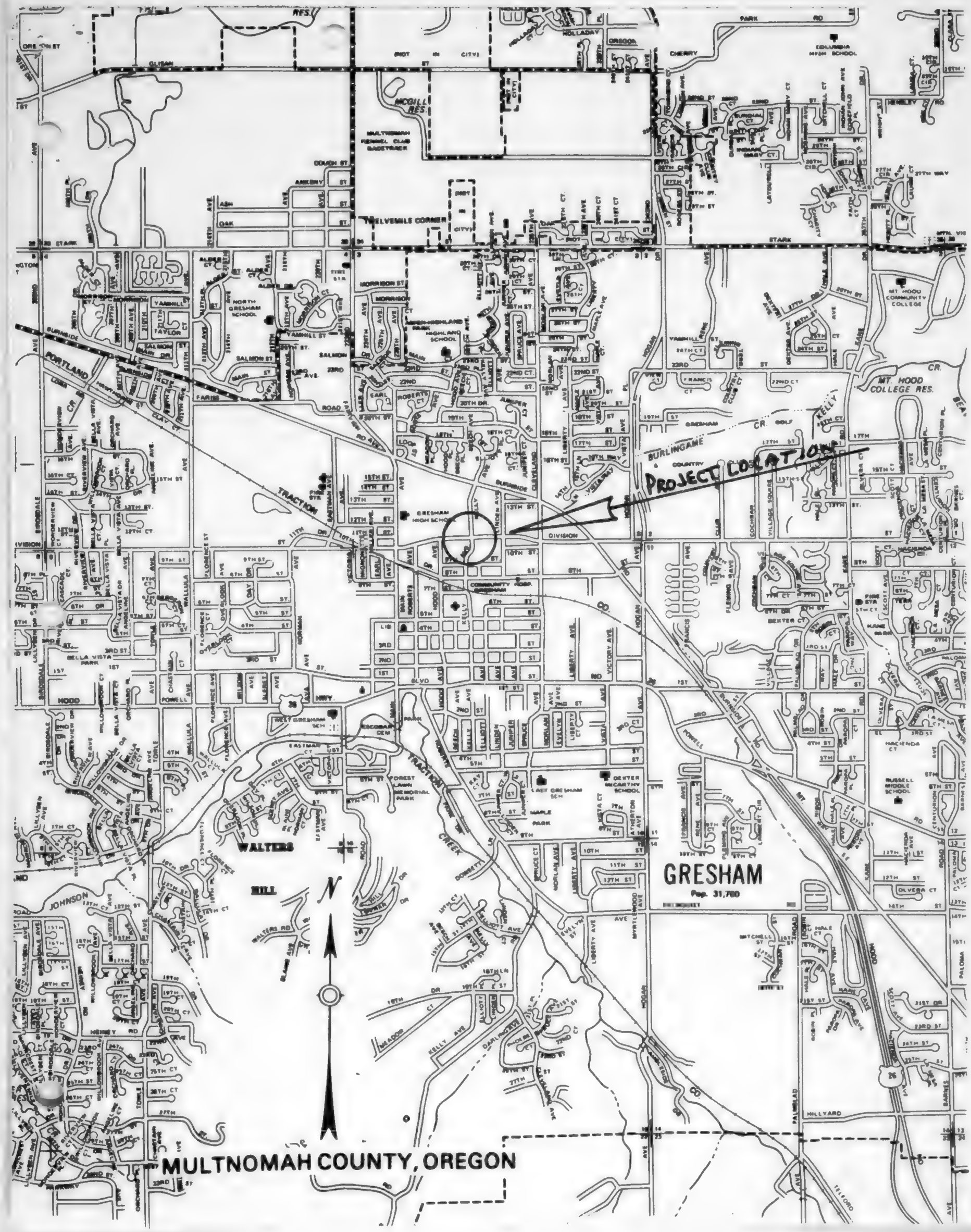
APPROVED:

State Highway Engineer

DATE: 2-1-84

RECEIVED
STATE HWY ENGR
FEB 1 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387


PROJECT LOCATION
GRESHAM
Pop. 31,700
MULTNOMAH COUNTY, OREGON
WALTERS HILL
MT. HOOD COMMUNITY COLLEGE
MT. HOOD COMMUNITY COLLEGE RES.
GRESHAM HIGH SCHOOL
WEST GRESHAM SCH
EAST GRESHAM SCH
DEXTER MCCARTHY SCHOOL
NORTH GRESHAM SCHOOL
HIGHLAND SCHOOL
COLUMBIA MIDDLE SCHOOL
RUSSELL MIDDLE SCHOOL
MCGILL RES.
TWELVEMILE CORNER
MULTNOMAH KENNEL CLUB RACETRACK
FOREST LAWN MEMORIAL PARK
BURLINGAME & COUNTRY
PORTLAND
TRACTION
STARK
DIVISION
BURNSIDE
POWELL
HOOD
KELLY
MAIN
HOGAN
PALMQUIST
HILLYARD
JOHNSON
HARLOW
DARLING AVE
KELLY AVE
WALTERS RD
MEADOW CT
DOWNEY CREEK
PARK
CR. GOLF
CR.

Sig 7-6

June 6, 1984

Multnomah County Engineer
2115 SE Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 8076

Gentlemen or Ladies:

Attached for your files is a fully executed copy of each of the following agreements:

Installation of traffic signal equipment at the intersection of SE Division Street and SE Cleveland (Gresham).

✓ Upgrading the traffic signal equipment at NE Halsey Street at NE 181st Avenue.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments
bc: Gary Potter (Agree. Att.)

TRA 7.6

May 31, 1984

Multnomah County Engineer
2115 SE Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 8077

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment at the intersection of SE Stark Street and SE 99th Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

FRA 7-6-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. HES-9800(2) Gresham

LETTER OF APPROVAL AND/OR AUTHORIZATION

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40161

2A. COUNTY NAME
Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/9/84	FAU 9800	City Street

10. GENERAL LOCATION:
SE Division Street at SE Kelly Avenue (Gresham)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $15,550 FF $13,995
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/6/84.

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to 3/14

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/9/84	D. K. Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7-6

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-9810(3)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40163

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 3/9/84

8. FEDERAL ROUTE NUMBER: FAU 9810

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

SE Stark Street at SE 99th Avenue Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $15,550 FF $13,995
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/6/84.

RECEIVED
STAT. HWY ENGR
MAR 14 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 3/14

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/9/84	G. K. Hoppes	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TRA 7-6
HES-9858(4)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40164

2A. COUNTY NAME
Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/9/84	FAU 9858	County Road

10. GENERAL LOCATION:
NE Halsey Street at NE 181st Avenue Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $15,550
- ☐ ACQUISITION OF RIGHT-OF-WAY FF $13,995
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's letter of 3/5/84.

RECEIVED
STATE HWY ENGR
MAR 14 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ORIG to 3/14

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/9/84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40161
Project No. HES-9800(2)
S.E. Division St. @ S.E. Kelly Ave. (Gresham) Sec.
City Street
Multnomah County

Attached data consists of PR-1 forms with project maps, authority for survey, traffic signal warrant comparison, other traffic data, collision diagram and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $15,550 with an obligation of $13,995 in federal funds.

DRH:bkb
Attachments

cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

TRA 7-6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: March 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40163
Project No. HES-9810(3)
S.E. Stark St. @ S.E. 99th Ave. Sec.
County Roads
Multnomah County

Attached data consists of PR-1 forms with project map, authority for survey, project proposal, traffic signal warrant comparison, collision diagram and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $15,550 with an obligation of $13,995 in federal funds.

DRH:bkb
Attachments

cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

9-11-

Ia 7-6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 5, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40164
Project No. HES-9858(4)
N.E. Halsey St. @ N.E. 181st Ave. Sec.
County Road
Multnomah County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Project Data Sheet, Collision Diagram and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $15,550 with an obligation of $13,995 in Federal funds.

DRH:pf
Attachments

cc: L. E. George
E. L. Hardt, Metro Region
Jon Rose, Metro Region
Karen Bunk, Metro Region
General Files

Form 734-3122

9912

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Metro Region

9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 27, 1984

In Reply Refer To
File No.:

10256A

LARRY NICHOLAS, County Engineer
Multnomah County
2115 S.E. Morrison St.
Portland, OR 97214

Subject: PROPOSED AGREEMENT
Project Name: S.E. Stark St. @ S.E. 99th Ave.
Funding: Title II Hazard Elimination Program
County: Multnomah

Attached are three bound copies and one unbound information copy of a proposed agreement covering installation of traffic signal equipment at the Stark St./99th Ave. intersection.

Would you please review this with your staff and with other affected county personnel and if it is satisfactory, secure the necessary signatures and return the bound, signed copies to me at this office. The unbound copy may be retained for reference. After final action by the Highway Division, fully executed copies will be distributed.

If you have any questions, please do not hesitate to call.

Remarks:

Wayne Schulte

WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ed Marges

PROGRAM SECTION
... PROJECT UNIT ...
MAIL TO DEPT. ... PROGRAM UNIT ...
REFER TO ...
FOR ...

Attachment

734-1850

9912

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: January 27, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
NE Halsey Street @ NE 181st Avenue (Multnomah County)

Multnomah County has requested a project to upgrade the traffic signals at the subject intersection.

Construction will be by contract with State and County Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	County Funds
County	NE Halsey St @ NE 181st Avenue Multnomah County	$100,000	$90,000	0	$10,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE - TRAFFIC ENGINEER

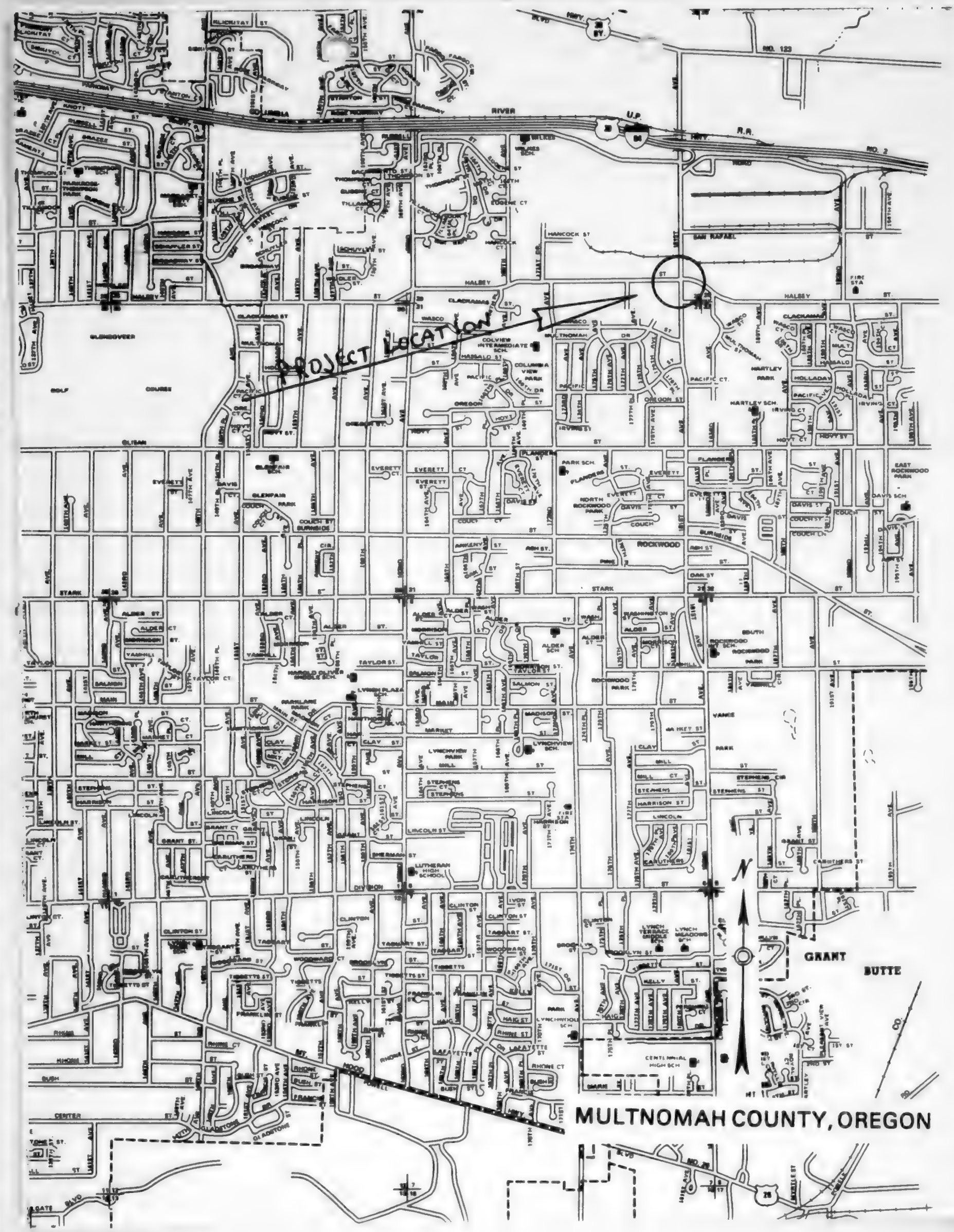
APPROVED:

State Highway Engineer

DATE: 2-1-84

RECEIVED
STATE HWY ENGR
FEB. 1 '84
REFER TO
FOR
Info | Init. | R/D | Dir. | Sec. | Ret.

01-125.1387


PROJECT LOCATION
COLUMBIA RIVER
U.P. R.R.
HWY. 99E
RD. 123
RD. 2
HALSEY
GLISAN
STARK
BURNSIDE
COUCH ST
DAVIS
EVERETT
FLANDERS
PACIFIC
OREGON
HOYT
IRVING
WASCO
CLACKAMAS
MULTNOMAH
HANCOCK ST
SAN RAFAEL
COLVIEW INTERMEDIATE SCH.
COLUMBIA VIEW PARK
HARTLEY PARK
HARTLEY SCH.
PARK SCH.
NORTH ROCKWOOD PARK
ROCKWOOD
EAST ROCKWOOD PARK
SOUTH ROCKWOOD PARK
GLENHAIR SCH.
GLENHAIR PARK
COUCH PARK
ALDER SCH.
LYNCH PLAZA SCH.
LYNCHVIEW SCH.
LUTHERAN HIGH SCHOOL
LYNCH TERRACE MIDDLE SCH.
LYNCH MEADOWS SCH.
CENTENNIAL HIGH SCH.
GRANT BUTTE
MULTNOMAH COUNTY, OREGON

9912

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: January 27, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
SE Stark Street @ SE 99th Avenue (Multnomah County)

Multnomah County has requested a project to install traffic signals at the subject intersection.

Construction will be by contract with State and County Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	County Funds
County	SE Stark St @ SE 99th Avenue Multnomah County	$79,000	$71,100	0	$7,900

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

RECEIVED
STATE HWY ENGR
FEB 1 '84
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

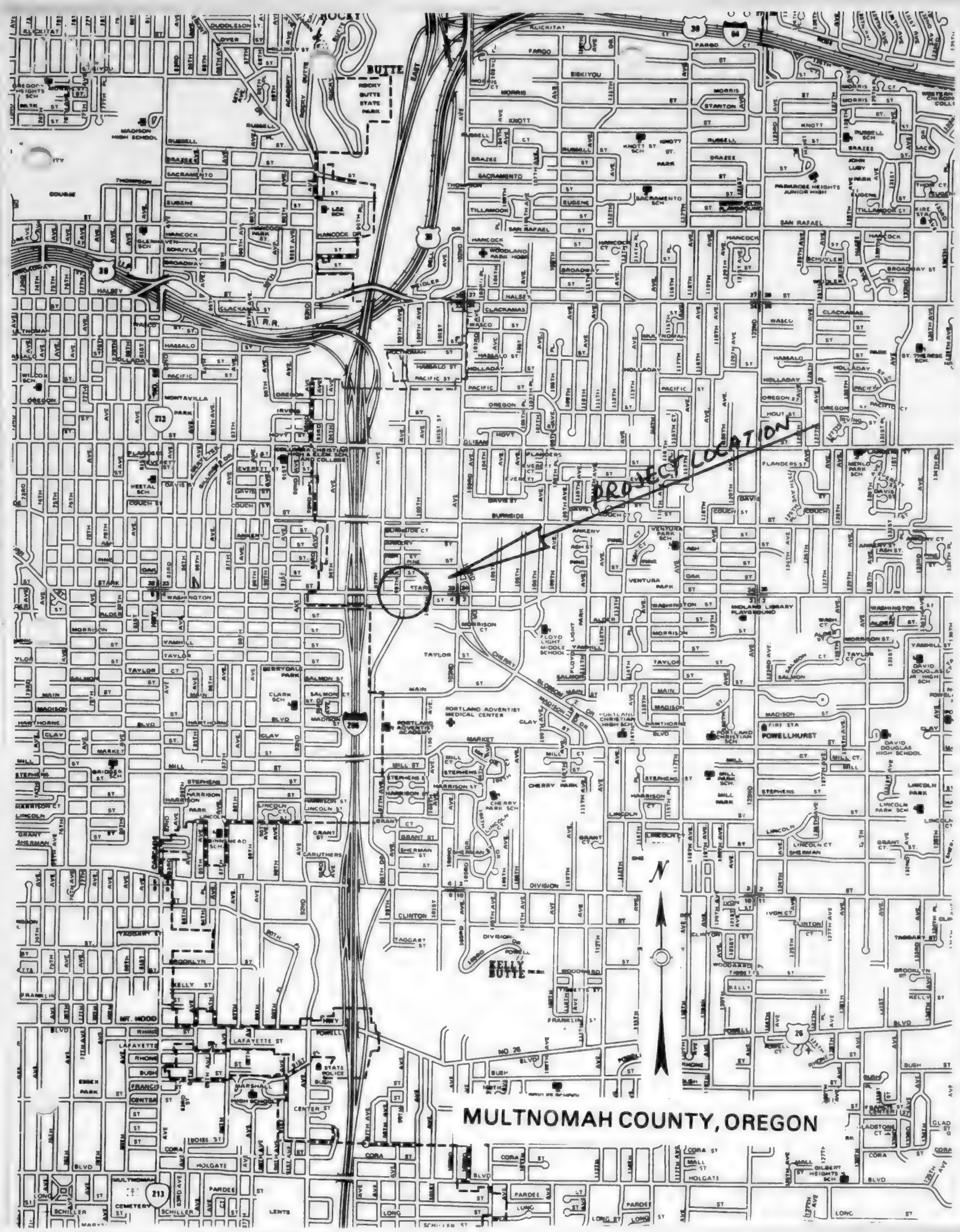
APPROVED:

H S Coulter

State Highway Engineer

DATE: 2-1-84

81-125-1387


PROJECT LOCATION
N
MULTNOMAH COUNTY, OREGON

7712

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

MULTNOMAH Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02381

SECTION: S. E. STARK @ 99th AVENUE 1-12-84

REGION: METRO

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 226-1910

DATE: 1/12/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 125	$ 125	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	--		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	8,750	8,750	918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	125	125
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT	-	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING	-	
910 REGION GEOLOGIST	-		924 D.O.T.			955 R/W RELOC. ASSISTANCE	-	
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	-		980 PUBLIC HEARING	-	
913 RIGHT-OF-WAY LIAISON	-		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	125	125	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 15,525
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES-9810(3)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Ad to Bud
(C) Macnab
2 Edwards E
Terpin
3 Trout
Cy Wakerlig

RECEIVED
MAR 20 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

APPROVED BY HWY. ENGR. 2-1-84

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
[signature]	2-9-84	X [signature]	[illegible]
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X [signature]	[illegible]	X [signature]	[illegible]
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X [signature]	[illegible]	3-9-84	

734-1914 (7-82)

PROJE PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02381

SECTION: S. E. STARK @ 99th AVENUE

REGION: METRO

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM / TO	LENGTH

☒ URBAN ☐ RURAL | CITY | COUNTY: Multnomah | ROAD/STREET NAME: S. E. Stark @ S. E. 99th Ave.

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE): Multnomah County

COST ESTIMATES ($000's)

PRELIMINARY ENGINEERING		$ 10
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 75.0	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 4.0	
Interconnect	$ 10.	
40% ENGINEERING & CONTINGENCIES	$ incl. above	
TOTAL CONSTRUCTION		$ 89. ~~79.0~~
TOTAL ESTIMATE		$ 99.

PROJECT DATA

GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
Interconnect to exts. system		✓
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY

FILES	(#)	-
ACRES	(#)	-
RELOCATIONS	(#)	-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING: RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/4 / 84 | RECOMMENDED FUNDING SOURCE: Title II (Hes) | RECOMMENDED PROGRAM YEAR: 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	3
STRUCTURES (#)	-	-
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	15,900	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

See attached

PROPOSED SOLUTION

See attached

REQUESTED, REGION ENGINEER: X [signature] JW ED HANLT — DATE 2/9/84

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X [signature] — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1911 (7-82)

Project Prospectus

Part 1 - Project Request (cont.)

Definition of Problem

S. E. Stark @ 99th Ave. - Traffic on 99th Avenue turning onto or crossing Stark Street cannot find sufficient gaps in Stark Street cross traffic to make safe maneuvers. There is a high number of "Failure to Yield" accidents (see attached Accident History Report).

Proposed Solution

S. E. Stark St. @ 99th Ave. - Install traffic signal - Need signal warrants.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02381

SECTION S. E. STARK @ 99th AVENUE

REGION METRO

PROJECT JUSTIFICATION

See attached supplementary reports (i.e., Traffic Signal Warrant Comparisons and Accident History Reports).

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02381

SECTION S. E. STARK @ 99th AVENUE

REGION METRO

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	N/S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 0	NEW (#) 1
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
-	-	-	-

RIGHT-OF-WAY LIAISON	-	EASEMENTS (#)	-	ACCESS CONTROL (Y/N)	-

COMPANIES

Pac NW Bell
PGE
NW Natl Gas
Portland Water Bureau
Cable System Pacific
Gen. Telephone

DESIGN SPEED 40

DESIGN STANDARDS AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING			C	9 10	0	0	0	0 12	0 0	12 12	12	12	0 10	9	C	(one way) W.B.	99th
PROPOSED								SAME									

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02781

SECTION: S. E. STARK @ 99th AVENUE

REGION: METRO

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volume changes should be negligible, however, flow patterns and safety should be greatly improved for vehicles making left turns or attempting to cross a continuous flow of cross street traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

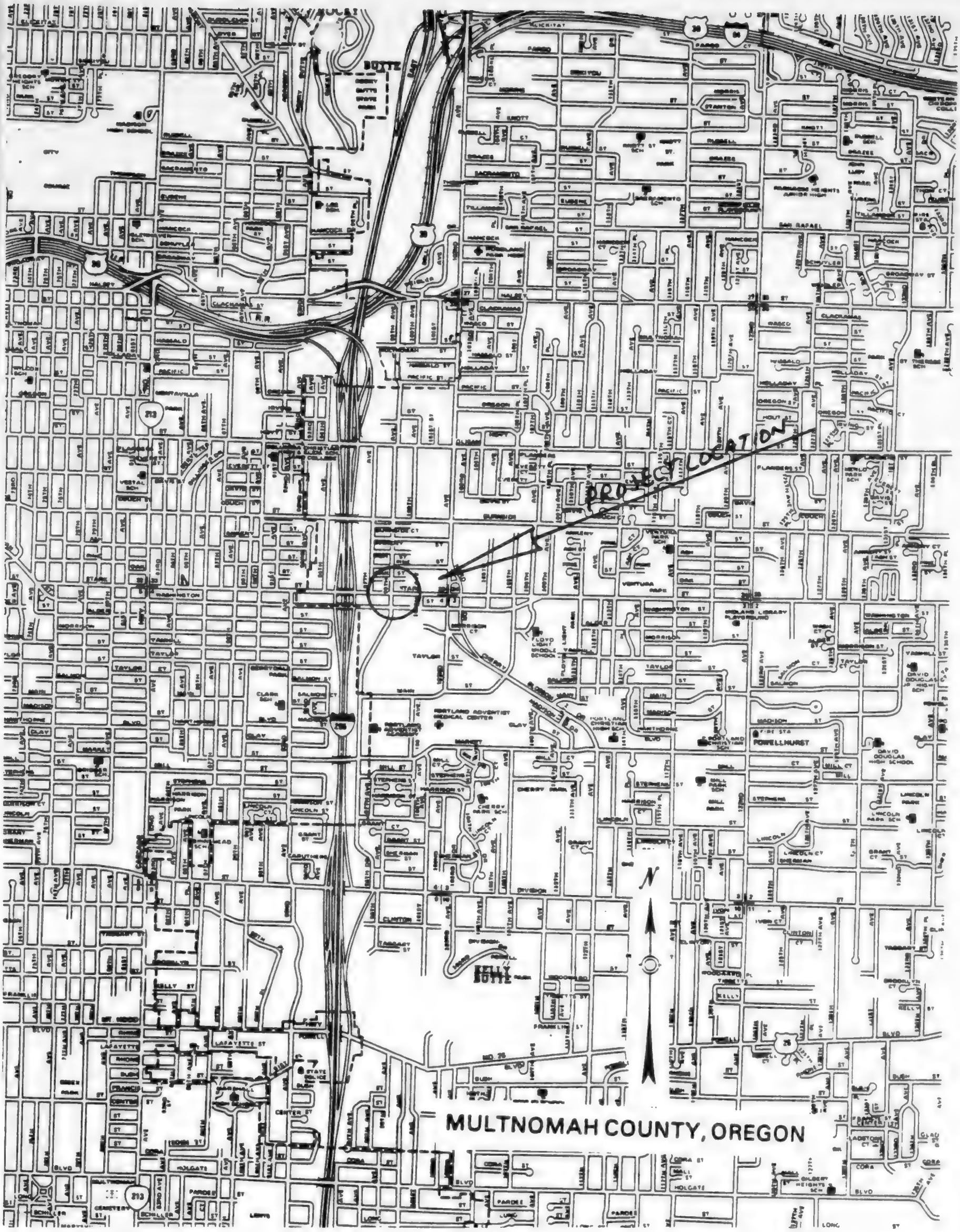
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)


PROJECT LOCATION
N
MULTNOMAH COUNTY, OREGON

9712

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

MULTNOMAH Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02380

SECTION N. E. HALSEY @ 181st AVENUE 1-12-84

REGION METRO

SURVEY AUTHORITY

AUTHORIZATION NO. 1 | PREFIX 226-1909 | DATE 1/12/84

	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION		ITEM	ESTIMATED COST	CURRENT AUTHORIZATION		ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$ 125	$ 125	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT	-		916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT	8,750	8,750	918	LOCATION		100	935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC	125	125
905	FINAL DESIGN		1,000	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		3,000	938	REGION ENVIRONMENT	-	
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		100	950	TRAINING	-	
910	REGION GEOLOGIST	-		924	D.O.T.			955	R/W RELOC. ASSISTANCE	-	
911	TRAFFIC SECTION		2,000	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION	-		980	PUBLIC HEARING	-	
913	RIGHT-OF-WAY LIAISON	-		927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON	125	125	932	RAILROAD & UTILITIES						

	TOTALS	$ $ 15,525
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER HES - 9858(4)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

1 Verstoeg ✓
Anderson
(Cy. to Bud)
(Cy.) Hannah
2 Edwards E
Terpin
3 Trout
(Cy.) Wakerlig

RECEIVED
MAR 20 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action.....

APPROVED BY HWY. 2-1-84

PREPARED BY Curtis H. Wood	DATE 2-9-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/19/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-9-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02380

SECTION: N. E. HALSEY @ 181st AVENUE

REGION: METRO

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM / TO	LENGTH

☒ URBAN ☐ RURAL

CITY:

COUNTY: Multnomah

ROAD/STREET NAME: N. E. Halsey @ 181st Ave.

ROUTE #:

FEDERAL AID #:

APPLICANT (IF OTHER THAN STATE): Multhomah County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 10.
RIGHT OF WAY		$ 0
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ ~~95.0~~ 75	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 5.0	
	$	
40% ENGINEERING & CONTINGENCIES	$ Incl. above	
TOTAL CONSTRUCTION		$ ~~100.0~~ 80.
TOTAL ESTIMATE		$ 90.

PROJECT DATA

GRADING	(—)	
PAVING	(—)	
STRUCTURES	(—)	
SIGNING	(—)	X
SIGNALS	(—)	X
ILLUMINATION	(—)	
ENVIRONMENTAL CLASS (1,2,3)		2
DESIGN CATEGORY (1-7)		7
WORK TYPE (1-12)		9

RIGHT OF WAY

FILES	(#)	-
ACRES	(#)	-
RELOCATIONS	(#)	-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	A
CONSTRUCTION ENGINEERING	(S,C,A)	A
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
RIGHT OF WAY ACQUISITIONS	(S,C,A)	-

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR): 3/4 84

RECOMMENDED FUNDING SOURCE: Title II (Hes)

RECOMMENDED PROGRAM YEAR: 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	-	-
SIGNALS (#)	1	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	21,200	21,200
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

SEE ATTACHED

PROPOSED SOLUTION

SEE ATTACHED

REQUESTED, REGION ENGINEER: X H. Lahnca for Ed Hondt — DATE: 2/9/84

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE:

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
D 01 FEB 84		

Project Prospectus

Part 1 - Project Request (cont.)

N. E. HALSEY @ 181st AVE. - Intersection is a "cross" type with two through lanes in each direction and a left-turn refuge on each approach. The existing controller is a two-phase, fixed time controller (no turn phase). The accident history shows that 50 percent are left-turn related and 13 percent are rear-end accidents (see attached Accident History Report).

Proposed Solution

N. E. Halsey St. @ 181st Ave. - Install new traffic signals to provide separated, fully actuated turn phases. This requires replacement of controller, signals, and poles, and installation of detection equipment. Need recent signal warrants.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION N. E. HALSEY @ 181st AVENUE

KEY ID # 02380

REGION METRO

PROJECT JUSTIFICATION

See attached supplementary reports (i.e., Traffic Signal Warrant Comparisons and Accident History Reports).

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02380

SECTION: S. E. HALSEY @ 181st AVENUE

REGION: METRO

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S ~~N~~	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 1 NEW (#)	1
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
-	-	-	-

COMPANIES

Pac NW Bell
Gen. Telephone
PGE
NW Nat Gas
Rockwood Water Dist.
Cable System Pacific

RIGHT-OF-WAY LIAISON	-	EASEMENTS (#)	-	ACCESS CONTROL (Y/N)	-	DESIGN SPEED 40	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		C	0	10	0	11	11	12	11	11	0	10	0	C		
							SAME									
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/ A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 07380

SECTION: N. E. HALSEY @ 181st AVENUE

REGION: METRO

ESTIMATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volume changes should be negligible, however, flow patterns and safety should be greatly improved for vehicles making left turns or attempting to cross a continuous flow of cross street traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

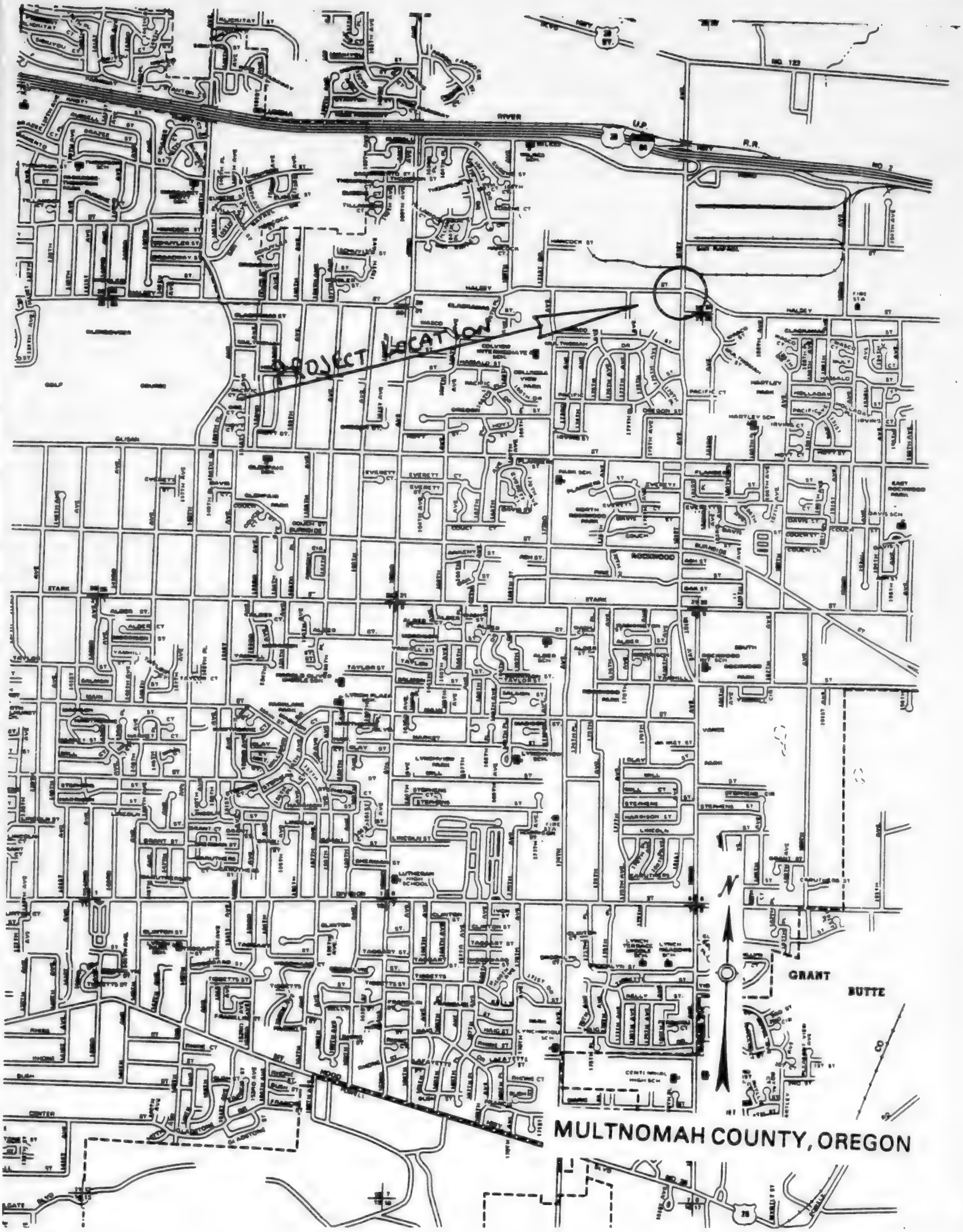
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)


PROJECT LOCATION
GRANT
BUTTE
MULTNOMAH COUNTY, OREGON

1985 Indian Cr. (Zeamer Road) Br. 9913
Sec, Zeamer Rd. S. of Elgin.
(gr, surf, str.)

C&A 7942 10-5-83

9913

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 5
2111 ADAMS AVE., P.O. BOX 850, LA GRANDE, OREGON 97850 PHONE 963-3177

August 10, 1988

In Reply Refer to
File No.: CON 5 (9913)

The Honorable John Howard
Union County Courthouse
La Grande, OR 97850

Dear Judge Howard:

Subject: Good News/Bad News
Final Cost Statement
Indian Creek (Zeamer Road) Bridge
BROS - 3100 (5 & 6)

Enclosed is an itemized statement of final costs concerning the Indian Creek (Zeamer Road) Bridge project.

Bad news first. We have $148.64 of non-participating costs on the project. The $9.96 charged by the project manager was for small tools. The interest payment of $138.68 is about normal for this size of project. However, please note the non-participating charges of $148.64 are more than offset by the $303.08 credit shown by Final Design.

Now for the good news. Everyone watched their P's and Q's during the preliminary engineering phase. Consequently, we cut the cost by about 34 percent. Payment to the contractor was under about 0.2 percent. Engineering was accomplished at 9.7 percent, rather than 15 percent, for additional savings.

When everything is said and done, the County is refunded $2,241.54. Actually, we will release our claim on the local government investment pool for this project.

Don't hesitate to call if you have any questions.

Sincerely,

Roger C. Lang
Regional Federal Aid Specialist

PROGRAM SECTION
MANAGER _____ OFFICE UNIT _____
FA UNIT _____ PROGRAM UNIT _____
AUG 15 1988
REFER TO _____
R/D ___ ACT ___
DISC ___ INFO ___ FILE ___

RCL:rt
cc: Richard Comstock, DPW (with enclosure)
Georgia Lefler, Office Manager
Joe Schlieski (with enclosure)
Mike Shultz

OREGON 75 YEARS HIGHWAY DIVISION 1913 1988

AN EQUAL OPPORTUNITY EMPLOYER

9913

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: August 3, 1988

COUNTY: Union — AGREEMENT NO: 7942 — PROJECT NO: BROS-3100(5&6)

CONTRACT NO: 9913 — SECTION: Indian Cr. (Zeamer Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C231-1960:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 6,539.84	$ 9.96
Final Design	(303.08)	
Location Section	949.66	
Program Section	80.74	
Administrative Services	95.71	
Environmental Section	36.84	
Structural Foundations	1,796.04	
Free Bridge Design	3,967.59	
Free Specifications	1,203.65	
R/W Utility Engineer	20.11	
Hydraulics	1,154.20	
Total P.E. Cost	$ 15,541.30	$ 9.96
Less Free Br. Design & Specs.	(5,171.24)	-0-
Total P.E. Cost to County	$ 10,370.06	$ 9.96

CONSTRUCTION PREFIX C231-1022:

Payment to Contractor	$ 104,331.95	$
Interest on Final Payment		138.68
Field Engineering Cost	7,000.71	
Materials Testing	2,248.21	
Technical Services	568.28	
Region Office	288.27	
Accounting	7.64	
Program Section	33.99	
Total Construction Cost	$ 114,479.05	$ 138.68

SUMMARY

Participating P.E. Cost	$ 10,370.06
Participating Const. Cost.	114,479.05
Total Participating Cost	$ 124,849.11

FEDERAL FUNDS

P.E. (80%)	$ 8,296.04	
Const. (80%)	91,583.24	(99,879.28)
Subtotal		$ 24,969.83
Plus Nonparticipating County Cost		148.64
Less County's Advance Deposits:		
P.E. AD #83-94	$ 3,660.00	
Const. AD #84-128	23,700.00	(27,360.00)
REFUND DUE COUNTY		$ (2,241.53)

MKS:bkw

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	INDIAN CREEK (ZEAMER RD.) BRIDGE SECTION COUNTY ROAD UNION COUNTY					
	Construction Type Code X080 Structure (#10801) (Sta. 18+00 to Sta. 22+50)					
	Final Contract Payment Summary	Lump Sum			$ 17,364.25	
	Roadway					
	Final Contract Payment Summary	Lump Sum			$ 86,967.70	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$104,331.95**	
	Construction Engineering					
	State	All Required			$ 10,147.10	
	TOTAL PARTICIPATING PROJECT COST				**$114,479.05**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 138.68	
	TOTAL PROJECT COST				**$114,617.73**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 2/12/87.					
	AMOUNT CARRIED FORWARD					

9913

ORIGINAL

2-24-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE: Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO.: BROS-3100(6)

VOUCHER PERIOD From: 10/03/84 To: 9/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114,617.73	114,479.05	80%	91,583.24	91,583.24	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 2/24/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 —

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE YRS END
	230 1084	206	00	N 1			15.50	84	84
	230 1084	296	00	N 9		2.86CR	109,751.73CR	83	84
	230 1084	297	00	N 9		2.86	13,085.11	83	84
	230 1084	298	00	N 9			96,666.62	83	84
	230 1084	900	00	P 1			8,902.80	83	84
	230 1084	900	00	N 1			71.25	83	83
	230 1084	920	00	P 1			59.01	83	83
	230 1084	940	00	P 1			1,463.96	83	84
	230 1084	941	00	P 1			29.19	83	84
	230 1084	942	00	P 1			1,958.15	83	84
	230 1084	942	00	N 1			3.47	83	83
	230 1084	944	00	P 1			257.11	82	84
	230 1084	945	00	P 1			274.89	83	84
	230 1084	946	00	P 1			241.68	83	84
		TOT	P1				109,661.51		
		TOT	N1				90.22		
		** JOB TOTALS **			**	**	109,751.73 **		
BIG CREEK BRIDGE	CONT NO 9454 X FA PROJ NOS BROS3100004 100								STATE
	231 1013	201	00	P 1			47,993.15	82	83
	231 1013	206	00	N 1			10.99	83	83
	231 1013	296	00	N 9		1,635.88CR	55,839.58CR	82	85
	231 1013	297	00	N 9		1,635.88	11,685.88	82	85
	231 1013	298	00	N 9			44,153.70	82	84
	231 1013	900	00	P 1			5,142.33	82	84
	231 1013	900	00	N 1			636.47	83	84
	231 1013	920	00	P 1			15.53	82	82
	231 1013	940	00	P 1			699.78	82	84
	231 1013	941	00	P 1			483.73	82	83
	231 1013	944	00	P 1			257.84	82	83
	231 1013	945	00	P 1			169.92	82	83
	231 1013	946	00	P 1			315.00	82	83
	231 1013	948	00	P 1			114.84	84	84
		TOT	P1				55,192.12		
		TOT	N1				647.46		
		** JOB TOTALS **			**	**	55,839.58 **		
INDIAN CREEK(ZEAMER RD)BR	CONT NO 9913 FA PROJ NOS BROS3100006 100								STATE
	231 1022	201	00	P 1	13,285.73	102,419.68	102,419.68	85	85
	231 1022	204	00	P 1	658.34CR	5,115.94CR	5,115.94CR	85	85
	231 1022	296	00	N 9	7,443.85CR	94,243.26CR	94,243.26CR	85	85
	231 1022	297	00	N 9		19,168.67	19,168.67	85	85
	231 1022	298	00	N 9	7,443.85	75,074.59	75,074.59	85	85
	231 1022	900	00	P 1	2.25CR	6,676.56	6,676.56	84	85 7
	231 1022	920	00	P 1	.15CR	33.99	33.99	84	85
	231 1022	940	00	P 1	104.00	1,227.00	1,227.00	85	85
	231 1022	941	00	P 1	19.46	697.95	697.95	84	85

=1.00
22.7.00
697.95
84.73

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	231 1022	942	00	P	1	30	84.93	84.93	85	85
	231 1022	944	00	P	1	1.66CR	427.64	427.64	84	85
	231 1022	946	00	P	1	.31	137.93	137.93	85	85
		TOT		P	1	12,747.40	106,590.64	106,590.64		
		** JOB TOTALS **				12,747.40 **	106,590.64 **	106,590.64 **		
PMS0005(77) PROJECT #2	CONT NO	* FA PROJ NOS PMS 0005077 100							STATE	
	233 1021	296	00	N	9			555.78CR	81	83
	233 1021	298	00	N	9			555.78	81	83
	233 1021	915	01	P	1			524.79	82	82
	233 1021	920	00	P	1			17.30	82	83
	233 1021	948	00	P	1			13.69	81	82
		TOT		P	1			555.78		
		** JOB TOTALS **				**	**	555.78 **		
FIFTEENMILE CREEK BRIDGE	CONT NO 9414	* FA PROJ NOS BROS3300002 100							STATE	
	233 1030	201	00	P	1			205,833.37	82	83
	233 1030	206	00	N	1			272.55	83	83
	233 1030	296	00	N	9	8,671.38CR		240,961.09CR	82	84
	233 1030	297	00	N	9	2,056.51		51,296.51	82	84
	233 1030	298	00	N	9	1,614.87		189,664.58	82	84
	233 1030	900	00	P	1			437.87	82	83
	233 1030	904	00	P	1			27,892.18	82	84
	233 1030	904	00	N	1			3,607.82	83	84
	233 1030	915	00	P	1			372.34	82	83
	233 1030	920	00	P	1			55.06	82	82
	233 1030	940	00	P	1			18.20	84	84
	233 1030	941	00	P	1			35.31	82	83
	233 1030	942	00	P	1			162.28	82	82
	233 1030	944	00	P	1			141.47	81	83
	233 1030	945	00	P	1			654.37	82	83
	233 1030	946	00	P	1			654.55	82	83
	233 1030	948	00	P	1			823.72	82	83
		TOT		P	1			237,080.72		
		TOT		N	1			3,880.37		
		** JOB TOTALS **				**	**	240,961.09 **		
BLED & E FK DAIRY CR BRS	CONT NO 9915	* FA PROJ NOS BROS3400012 100							STATE	
	234 1015	201	00	P	1	110,297.04	268,604.72	268,604.72	85	85
	234 1015	204	00	P	1	5,514.86CR	13,430.24CR	13,430.24CR	85	85
	234 1015	270	01	P	1	320.57	320.57	320.57	85	85
	234 1015	296	00	N	9	90,068.11CR	238,697.44CR	238,697.44CR	85	85
	234 1015	297	00	N	9	2,812.57	17,631.83	17,631.83	85	85
	234 1015	298	00	N	9	87,255.54	221,065.61	221,065.61	85	85
	234 1015	900	00	P	1	1,707.79	16,805.50	16,805.50	84	85
	234 1015	920	00	P	1	.16CR	33.98	33.98	84	85

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-2900-006									
**********									
F01721									
C09832 -010	102.44	.00	.00						
C09832 -011	675,280.41	541,847.93	675,280.41						
AGREEMENT TOTALS	688,413.07	541,944.82	677,431.02	80.00	554,526.00	541,944.82	.00		.00
FED PROJ TOTALS	688,413.07	541,944.82	677,431.02		554,526.00	541,944.82	.00		.00
FEDERAL PROJECT: BROS-3000-008									
**********									
F03089									
C09863 -000	3,457.78	1,640.34	3,457.78						
C09863 -001	51.11	.00	.00						
C09863 -021	60,173.44	49,264.64	60,173.44						
AGREEMENT TOTALS	63,682.33	50,904.98	63,631.22	80.00	50,904.98	50,904.98	.00		.00
FED PROJ TOTALS	63,682.33	50,904.98	63,631.22		50,904.98	50,904.98	.00		.00
FEDERAL PROJECT: BROS-3000-011									
**********									
F04512									
C10373 -000	1,978.97	1,677.66	1,978.97						
C10373 -001	1,297.42	.00	.00						
C10373 -011	52,977.82	39,710.00	50,528.20						
AGREEMENT TOTALS	56,254.21	41,387.66	52,507.17	80.00	103,404.00	42,005.74	.00		618.08
FED PROJ TOTALS	56,254.21	41,387.66	52,507.17		103,404.00	42,005.74	.00		618.08
FEDERAL PROJECT: BROS-3100-006									
**********									
F01743									
C09913 -000	5,976.09	176.79	5,976.09						
C09913 -001	138.68	.00	.00						
C09913 -011	108,502.96	91,406.45	108,502.96						
AGREEMENT TOTALS	114,617.73	91,583.24	114,479.05	80.00	91,583.24	91,583.24	.00		.00

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3100-006									
**********									
F04186									
FED PROJ TOTALS	114,617.73	91,583.24	114,479.05		91,583.24	91,583.24	.00		.00
FEDERAL PROJECT: BROS-3100-013									
**********									
F04186									
C10273 -000	16,482.43	17,676.87	16,482.43						
C10273 -001	221.31	.00	.00						
C10273 -010	46.62	.00	.00						
C10273 -011	154,700.60	119,370.75	154,700.60						
AGREEMENT TOTALS	171,450.96	137,047.62	171,183.03	80.00	143,589.00	136,946.42	.00		101.20-
FED PROJ TOTALS	171,450.96	137,047.62	171,183.03		143,589.00	136,946.42	.00		101.20-
FEDERAL PROJECT: BROS-3100-014									
**********									
F04294									
C10320 -000	17,194.43	18,999.81	17,194.43						
C10320 -011	123,298.03	91,258.74	120,798.03						
AGREEMENT TOTALS	140,492.46	110,258.55	137,992.46	80.00	113,015.00	110,393.97	.00		135.42
FED PROJ TOTALS	140,492.46	110,258.55	137,992.46		113,015.00	110,393.97	.00		135.42
FEDERAL PROJECT: BROS-3301-002									
**********									
F04358									
C10338 -000	27,923.06	43,815.50	34,733.03						
C10338 -001	167.90	.00	.00						
C10338 -011	174,613.32	117,398.97	167,857.34						
AGREEMENT TOTALS	202,704.28	161,214.47	202,590.37	80.00	201,834.00	162,072.30	.00		857.83
F04359									
C10338 -000	4,172.29	9,039.01	5,189.87						
C10338 -081	34,837.76	21,110.99	33,766.19						

4/21/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH
	C09913	000		555	0521		.00
	C09913	000		555	0521		.00
	C09913	000		555	0531		.00
	C09913	000		555	0531		.00
	C09913	000		555			.00
	C09913	000					.00
	C09913	000	010	001	0813		.00
	C09913	000	010	001	0813		.00
	C09913	000	010	001	0821		.00
	C09913	000	010	001	0821		.00
	C09913	000	010	001			.00
	C09913	000	010				.00
	C09913	000	900	001	5000		.00
	C09913	000	900	001	5000		.00
	C09913	000	900	001			.00
	C09913	000	900	030	8036		.00
	C09913	000	900	030	8036		.00
	C09913	000	900	030			.00
	C09913	000	900	150	8056		.00
	C09913	000	900	150	8056		.00
	C09913	000	900	150			.00
	C09913	000	900				.00
	C09913	000	901	001	7000		.00
	C09913	000	901	001	7000		.00
	C09913	000	901	001	7363		.00
	C09913	000	901	001	7363		.00
	C09913	000	901	001			.00
	C09913	000	901	504	7363		.00
	C09913	000	901	504	7363		.00
	C09913	000	901	504			.00

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

IVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
	555	0521		.00	4.48	
	555	0521		.00	4.48	
	555	0531		.00	3.16	
	555	0531		.00	3.16	
	555			.00	7.64	
				.00	7.64	Accounting
0	001	0813		.00	194.71	
0	001	0813		.00	194.71	Fiscal Est
0	001	0821		.00	126.03	
0	001	0821		.00	126.03	
0	001			.00	320.74	
0				.00	320.74	320.74 Pym.
0	001	5000		.00	150.34	153.70
0	001	5000		.00	150.34	474.44
0	001			.00	150.34	3/9
0	030	8036		.00	.00	Region 5
0	030	8036		.00	.00	
0	030			.00	.00	
0	150	8056		.00	3.36	
0	150	8056		.00	3.36	
0	150			.00	3.36	
0				.00	~~153.70~~	
1	001	7000		.00	10.55	
1	001	7000		.00	10.55	
1	001	7363		.00	122.85	
1	001	7363		.00	122.85	
1	001			.00	133.40	
1	504	7363		.00	7.24	
1	504	7363		.00	7.24	
1	504			.00	7.24	

1985 EXPENDITURES

4/21/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH
	C09913	000	901				.00
	C09913	000	940	001	8221		.00
	C09913	000	940	001	8221		.00
	C09913	000	940	001	8240		.00
	C09913	000	940	001	8240		.00
	C09913	000	940	001			.00
	C09913	000	940	551	8214		.00
	C09913	000	940	551	8214		.00
	C09913	000	940	551			.00
	C09913	000	940				.00
	C09913	000					.00
	C09913	000					.00
	C09913	001		349	8056		.00
	C09913	001		349	8056		.00
	C09913	001		349			.00
	C09913	001					.00
	C09913	001					.00
	C09913	001					.00
	C09913	011		199	8056		.00
	C09913	011		199	8056		.00
	C09913	011		199			.00
	C09913	011		300	8056		.00
	C09913	011		300	8056		.00
	C09913	011		300			.00
	C09913	011					.00
	C09913	011					.00
	C09913	011			8056		.00
	C09913	011			8056		.00

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
901				.00	140.64	← Technical Services
940	001	8221		.00	116.37	← mat
940	001	8221		.00	116.37	
940	001	8240		.00	42.96	← mat
940	001	8240		.00	42.96	
940	001			.00	159.33	
940	551	8214		.00	79.00	← mat
940	551	8214		.00	79.00	
940	551			.00	79.00	
940				.00	238.33	← material
				.00	861.05	
				.00	861.05	
	349	8056		.00	138.68	
	349	8056		.00	138.68	
	349			.00	138.68	← subcontract
				.00	138.68	
				.00	138.68	
	199	8056		.00	.05	
	199	8056		.00	.05	
	199			.00	.05	
	300	8056		.00	1,912.27	
	300	8056		.00	1,912.27	
	300			.00	1,912.27	← Contractor
				.00	1,912.32	
				.00	1,912.32	
		8056		.00	106,590.64	***
		8056		.00	106,590.64	***

Y 1,1985 EXPENDITURES

159.33
79.00
238.33

4/21/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH
	C09913	011					.00
	C09913	011					.00
	C09913	011					.00
	C09913	011					.00
	C09913						.00

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

CTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
				.00	106,590.64	***
				.00	106,590.64	***
				.00	106,590.64	***
				.00	108,502.96	
				.00	109,502.69	

Y 1,1985 EXPENDITURES

jc cc: OSHD (Rulien) 9913 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
SEP 10 '86	C. O. Fredrickson, Construction Engineer	BROS-3100(6)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
May 12, 1985	March 11, 1986	100 %	90 CD

LOCATION
Indian Creek (Zeamer Road) Bridge Section of Zeamer Road approximately two miles south of Elgin.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of earthwork and aggregate surfacing.

   B. Construction of Bridge No. 10801A.
   Length: 44 ft. Width: 28 ft.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Weaver Construction Co.

3. Contract Amount: $104,331.95

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Constr. Engr.

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO Fredrickson
FOR
E | Liv | R/D | O/R | Sign | Agt | File

NOTED
W. E. SCHWARTZ by 9/29

FINAL 6-12-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B. Carter		SIGNATURE: E. A. Zimmerman	
TITLE: Area Engineer	DATE: 9/22/86	TITLE: District Engineer B	DATE: 9/24/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9913

N

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 7 434
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

F-31(8)-81o

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State	Oregon
County	Union
Project Number	BROS-3100(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 118,626	$ 115,482
Federal funds	$ 94,900	$ 92,385
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XBX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Item file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 29, 1986

FEDERAL AID PROJECT NO. BROS-3100(6)

INDIAN CR. (ZEAMER RD.) BR. SECTION
COUNTY ROAD
UNION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE #10801 (STA. 18+00 TO 22+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Guardrail, Type 2A	$ 10.00	380	$ 3,800.00	360	$ 3,600.00
Toe Trench Excav.	1.00	300	300.00	5	5.00
Embankment in Place	3.00	1,376	4,128.00	1,092.34	3,277.00
Stone Embankment	4.00	234	936.00	199.50	798.00
Detour Removal Excav.	2.00	1,239	2,478.00	996	1,992.00
Loose Riprap Cl. 700	4.00	210	840.00	28.50	114.00
Filter Blanket	4.00	60	240.00	3.0	12.00
Structure Excav. Below Elev. Shown	10.00	22	220.00	0.0	0.00
SUBTOTAL			$12,942.00		$ 9,798.00
				Decrease	$ 3,144.00
			Subtotal from previous estimate of Nov. 16, 1984		118,626.00
				Total	$115,482.00

Length of Project 0.09 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	County Funds
Structure	114	80%	$ 115,482	$ 92,385	$ 23,097

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09913
Prefix: C231-1960 P.E.
Prefix: C231-1022
DDB:bkb

FILE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
11-285	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
	11-2-84	COUNTY: Union
		PROJECT NO.: BROS-3100(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Indian Creek (Zeamer Rd.) Bridge #01C13-C53-00086

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-84	0.005
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 118,626.00	$ 94,900.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilson

NOV 20 1984

Date executed by Division Administrator _____

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon November 16, 1984

Federal Aid Project No. BROS-3100(6)

Indian Creek (Zeamer Rd.) Bridge Section
County Road
Union County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (#10801) (Sta. 18+00 to Sta. 22+50)

Mobilization	Lump Sum	All	Lump Sum	$	10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		500.00
Temporary Signs	Sq. Ft.	223	8.00		1,784.00
Temporary Barricades	Each	4	100.00		400.00
Temporary Guard Rail, Type 2A	Lin. Ft.	380	10.00		3,800.00
Temporary Delineators	Each	10	15.00		150.00
Flaggers	Hour	20	15.00		300.00
ROADWORK					
Ditch Excavation	Cu. Yd.	151	5.00		755.00
Toe Trench Excavation	Cu. Yd.	300	1.00		300.00
Embankment in Place	Cu. Yd.	1,376	3.00		4,128.00
Stone Embankment	Cu. Yd.	234	4.00		936.00
Detour Removal Excavation	Cu. Yd.	1,239	2.00		2,478.00
Aggregate Subbase	Ton	506	12.00		6,072.00
3/4"-0 Aggregate Base	Ton	329	16.00		5,264.00
18-inch Culvert Pipe	Lin. Ft.	30	20.00		600.00
Guard Rail, Type 2A	Lin. Ft.	150	15.00		2,250.00
Guard Rail, Type 3	Lin. Ft.	100	30.00		3,000.00
Guard Rail Anchors, Type 1	Each	4	400.00		1,600.00
Rail End Pieces, Type C	Each	4	100.00		400.00
Type 1 Fence	Lin. Ft.	298	4.00		1,192.00
Loose Riprap, Class 700	Cu. Yd.	210	4.00		840.00
Filter Blanket	Cu. Yd.	60	4.00		240.00
Bridge Removal Work	Lump Sum	All	Lump Sum		5,000.00
Structure Excavation	Cu. Yd.	224	7.00		1,568.00
Structure Excavation Below Elevations Shown	Cu. Yd.	22	10.00		220.00
Special Footing Backfill	Cu. Yd.	70	7.00		490.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum		17,000.00
Reinforcement	Lump Sum	All	Lump Sum		4,000.00
4'x40'/45' Prestressed Slabs	Each	7	3,500.00		24,500.00
Metal Rail with Tubing	Lin. Ft.	100	40.00		4,000.00
				$	103,767.00

Anticipated Items

Roadside Seeding and Mulching	All Required		$ 750.00
		Subtotal	$ 104,517.00
		Engineering	14,109.00
		Total	$ 118,626.00

Length of Project

Federal Funds (80%)	$ 94,900.00
County Funds	23,726.00
Total	$ 118,626.00

Group 1	100%
Contract No.	9913
Prefix:	231-1960
	231-1022

Appn Code 114

WH:bkb

9913

April 2, 1986

CON 5 - #9913

Fidelity and Deposit Company of Maryland
57 West 2nd South
Suite 301
Salt Lake City, UT 84101

Contract No. 9913 awarded to Weaver Construction Co. for work on the Indian Creek Bridge Section of Zeamer Road in Union County was completed on November 12, 1985, and accepted by the State Highway Division on March 11, 1986.

Final payment in the amount of $2,556.40 will be released to the contractor after April 7, 1986. The total contract amount is $104,331.95 including $484.65 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Weaver Construction Co.
P.O. Box 588
Union, OR 97883

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

9913.

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9913

TO: Robert Gormsen
Manager, Commission Services

DATE: March 11, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9913 ,	On Site Work Substantially Completed	May 12, 1985
All Work Completed	November 12, 1985		
Project	Indian Creek (Zeamer Road) Bridge		
Highway	County Road		
County	Union		
Type of Work	Grading, Surfacing & Structure		
Contractor	Weaver Construction Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter sent.

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Joseph A. Schlieski
Project Manager

DATE: November 4, 1985

FROM: Fred Eriksen
Fred Eriksen
Design Supervisor

SUBJECT: Indian Creek (Zeamer Road) Bridge
County Road
Union County

RDE
FDE
SE
LE
LFE
GTE
PDE
PDS
BPM

RECEIVED
NOV 4 1985
ROAD DESIGN SECTION

LPC
LA
LDS
RWD
FLC
OFFICE JRH
Copy All
Return To

The construction narrative report for the project indicated you thought we had arbitrarily lowered, by about 1 foot, the grade line you proposed for the new bridge.

The fact is that we have to be mindful of the proportion of roadway costs as compared to structure costs on this kind of project. It was thought for a time that roadway costs should not exceed structure costs. On this project the Bridge Section felt the roadway costs were excessive and should be reduced. The Hydraulics Unit indicated a 1 foot lower grade line would not be a problem. So we dropped the grade, and according to our figures, reduced the grading and surfacing costs to an acceptable amount.

We trust that in raising the structure elevation you did not steepen the approach grades appreciably or affect the rideability.

If we neglected to discuss the grade lowering with you, we are truly sorry and will try to maintain better communication in the future. One thought occurs to me after reading all of your narrative, and that is: "you got it done in spite of the problems."

FE:bn

cc: R. D. Hector

81-125-1367

9913

Report # 41

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Indian Creek Bridge (Zeamer Road)		WEEK ENDING: Sept. 14, 1985
		SECTION PREFIX: 231-1022
HIGHWAY: Zeamer Road		COUNTY: Union
NAME OF JOB:	KIND OF WORK: Grading, Surfacing & Structure	
CONTRACTOR: Weaver Construction Co.	CONTRACT NUMBER: 9913	FEDERAL AID PROJECT NUMBER: BR05-3100(6)
DATE OF CONTRACT: November 9, 1984	DATE WORK STARTED: November 26, 1984	ESTIMATED COMPLETION DATE: February 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 90	WORK DAYS USED / CALENDAR DAYS USED: 90
PROJECT AUTHORIZATION: $ 118,626.80	SPECIFIED COMPLETION DATE: February 28,1985	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 109,220.27	ENGINEERING AUTHORIZATION: $ 9,406.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 109,220.27	This Week ENGINEERING COST TO DATE: $ 8,736.32	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 93 %	DATE PROJECT WAS COMPLETED: May 12,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
0	0	0	0	0	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10801A							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	8		0		
MONDAY	9		0		
TUESDAY	10		0		
WEDNESDAY	11		0		
THURSDAY	12		0		
FRIDAY	13		0		
SATURDAY	14		0		

RECEIVED
SEP 23 1985
CONSTRUCTION SECTION

CE ___ CAE ___ LS ___ TC ___
CGE ___ OH ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ PQC ___
CAM ___ OCS ___
EEO ___ FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 8	
MONDAY 9	This Week: No Activity
TUESDAY 10	
WEDNESDAY 11	
THURSDAY 12	
FRIDAY 13	
SATURDAY 14	

REMARKS

Prepairing final records.

Plan to submit semi-final 9/13/85.

FINAL REPORT

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	231 1948	914	00	P	1			291.06
	231 1948	918	00	P	1			1,810.72
	231 1948	920	00	P	1			142.85
	231 1948	921	00	P	1		1,076.83CR	
	231 1948	922	00	P	1			66.60
	231 1948	923	00	P	1			124.44
	231 1948	926	00	P	1			2,439.82
	231 1948	926	00	N	1			277.72
	231 1948	927	00	P	1			3,711.38
	231 1948	929	00	P	1		1,076.83	1,076.83
		TOT		P	1			15,619.99
		TOT		N	1			277.72
		** JOB TOTALS **				**	**	15,897.71 **

PRR @ RIVER ST	CONT NO	FA PROJ NOS RRS 4720001 100							STATE
	231	1956	296	00	N	9	.06	98.54CR	
	231	1956	298	00	N	9	.06CR	98.54	
	231	1956	905	00	P	1		92.10	
	231	1956	920	00	P	1		17.39	
		TOT		P	1			109.49	
		** JOB TOTALS **				**	**	109.49 **	

INDIAN CK(ZEAMER RD)BRIDGE	CONT NO	# FA PROJ NOS BROS3100005 100							STATE
	231	1960	296	00	N	9	5,371.32CR	14,868.35CR	
	231	1960	297	00	N	9	281.73	2,435.35	
	231	1960	298	00	N	9	5,089.59	12,433.04	
	231	1960	901	00	P	1	PROJECT MANAGEMENT 1.17	6,539.84	
	231	1960	901	00	N	1	" " NOS	9.96	
	231	1960	905	00	P	1	FINAL DESIGN 6.00CR	1,552.12	303.08CR
	231	1960	905	00	N	1	" " 6.00	6.00	6.00
	231	1960	906	00	P	1			240.93 To 927
	231	1960	918	00	P	1	LOCATION		949.66
	231	1960	920	00	P	1	PROGRAM SECTION	59.25	80.74
	231	1960	921	00	P	1	SPECIFICATIONS	895.76	895.76 To 929
	231	1960	922	00	P	1	ADMINISTRATIVE SERVICES	95.71	95.71
	231	1960	923	00	P	1	ENVIRONMENTAL SECTION	36.84	36.84
	231	1960	926	00	P	1	STRUCTURAL FOUNDATIONS		1,796.04
	231	1960	927	00	P	1	FREE BR. DESIGN	1,598.79	3,726.66 3967.59
	231	1960	929	00	P	1	FREE SPECIFICATIONS	307.89	307.89 1203.65
	231	1960	932	00	P	1	R/W UTILITY ENGINEER	20.11	20.11
	231	1960	937	00	P	1	HYDRAULICS	46.06	1,154.20
		TOT		P	1		6.00CR 4,613.70		15,541.30
		TOT		N	1		6.00		15.96
		** JOB TOTALS **				**	4,619.70 **		15,557.26 **

LADD CR (HOT LAKE N) BR	CONT NO	FA PROJ NOS BROS3100007 100							STATE
	231	1966	296	00	N	9	704.47CR	1,150.21CR	1,150.21CR

15,541.30
5,171.24
10,370.06
2,074.01 REFUND

ORIGINAL 9913 231-1960

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-17-85

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE: OREGON	FEDERAL AID PROJECT NO.: BROS-3100(5)
PROGRAM APPROVED	VOUCHER PERIOD: From: 10-24-83 To: 10-2-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$15,551.26	$15,541.30	80%	$12,433.04	$12,433.04	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON — *State Highway Agency*

By CONTROLLER — *Authorized Officer*

1-17-85 — *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	INDIAN CREEK (ZEAMER ROAD) BRIDGE SECTION **COUNTY ROAD** **UNION COUNTY**					
	PRELIMINARY ENGINEERING **TYPE CODE PE**					
	STATE	ALL REQUIRED			$15,541.30	
	TOTAL NON PARTICIPATING PROJECT COST				$15,541.30	
	NON PARTICIPATING PROJECT COST					
	STATE	ALL REQUIRED			$ 9.96	
	TOTAL PROJECT COST				$15,551.26	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 1-10-85.					
	AMOUNT CARRIED FORWARD					

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
230-1997	1	BROS-3000-009 APPR-117	26,000.00	2,681.11	2,681.11	80.00	2,144.89	2,139.72		5.17
231-1948	1#	BROS-3100-004 APPR-117	12,495.99	15,897.71	15,619.99	80.00	12,495.99	12,495.99		
231-1956	1	RRS -4720-001 APPR-138	1,800.00	109.49	109.49	90.00	98.54	98.54		
231-1960	1#	BROS-3100-005 APPR-117	12,433.04	15,557.26	15,541.30	80.00	12,433.04	12,433.04		
231-1966	1	BROS-3100-007 APPR-117	20,560.00	4,236.63	4,236.63	80.00	3,389.30	3,384.14		5.16
231-1967	1	BROS-3100-008 APPR-117	25,760.00	1,922.87	1,922.87	80.00	1,538.30	1,533.26		5.04
233-1935	1#	PHS -0005-077 APPP-140	237.30	237.30	237.30	100.00	237.30	237.30		
233-1940	1#	BROS-3300-002 APPR-117	15,697.38	19,621.72	19,621.72	80.00	15,697.38	15,697.38		
234-1901	1	RRP -9049-001 APPR-139	1,800.00	981.19	981.19	90.00	883.07	883.07		
234-1902	1#	BROS-3400-003 APPR-117	12,217.37	15,346.69	15,271.71	80.00	12,217.37	12,217.37		
234-1903	1#	BROS-3400-004 APPR-117	16,185.05	20,723.43	20,231.31	80.00	16,185.05	16,185.05		
234-1904	1#	BROS-3400-007 APPR-117	23,360.95	29,201.19	29,201.19	80.00	23,360.95	23,360.95		
234-1905	1#	HES -9097-001 APPR-141	7,290.92	8,101.02	8,101.02	90.00	7,290.92	7,290.92		
234-1906	1#	BROS-3400-005 APPR-117	9,958.74	12,459.94	12,448.43	80.00	9,958.74	9,958.74		
234-1907	1#	BROS-3400-006 APPR-117	18,825.43	23,594.32	23,531.79	80.00	18,825.43	18,825.43		
234-1908	1	RRP -9055-001 APPR-139	1,800.00	470.36	470.36	90.00	423.32	423.32		
234-1909	1	RRP -0005-033 APPR-139	1,800.00	839.29	839.29	90.00	755.36	755.36		
234-1910	1#	BROS-3400-008 APPR-117	20,216.02	25,270.03	25,270.03	80.00	20,216.02	20,216.02		
234-1911	1	PHS -0005-112 APPR-140	19,562.57	19,562.57	19,562.57	100.00	19,562.57	19,562.57		
234-1912	1	X10 -9067-002 APPR-772	75,000.00	130,785.43	128,266.89	85.00	109,026.86	75,000.00	34,026.86 8	
	2	X10 -9067-002 APPR-580	75,000.00	87,925.62	87,925.62	85.00	74,736.78	74,736.78		
234-1912		PREFIX TOTALS	150,000.00	218,711.05	216,192.51		183,763.64	149,736.78	34,026.86	
234-1913	1	X10 -9022-008 APPR-580	163,412.00	181,988.30	181,988.30	85.00	154,690.06	154,690.06		
234-1914	1	X10 -9043-005 APPR-580	161,840.00	202,255.53	188,891.53	85.00	160,557.80	160,557.80		
234-1915	1	RRS -0005-013 APPR-138	1,800.00	91.20	91.20	90.00	82.08	82.08		
234-1916	1	RRS -9031-001 APPR-138	1,800.00	105.00	105.00	90.00	94.50	94.50		

Oregon Department of Transportation

AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
02			

BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER	FHWA - OVRD

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	S F O
01	0610	C231 1960	012		927	598			240.93			
02	1		000		903				240.93	R		
03			012		929				895.76			
04			000		921				895.76	R		
05			012		927				3726.66			
06			000		927				3726.66	R		
07			012		929				307.89			
08			000		929				307.89	R		
09												
10												
11												
13												
14												

REASON FOR REQUEST

UNDER ORS 366.155 the State will provide a free bridge design, plan and specifications to the County

TOTAL 10,342.48

PREPARED BY

APPROVED BY

Michael K. Shelby

734-1067 (1/89)

December 19, 1984

Weaver Construction Company
P. O. Box 588
Union, OR 97883

CON 5

#9913

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9913 for work on the Indian Creek Bridge Section of Zeamer Road in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Fidelity and Deposit Company of Maryland
57 West Second South, Suite 301
Salt Lake City, Utah 84101

Fidelity & Deposit Company of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

Fidelity and Deposit Company of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
R. D. Hector
Joseph Schlieski

General Contractors
Ph. (503) 562-5502

WEAVER CONSTRUCTION COMPANY

P. O. Box 588
Union, OR 97883

October 29, 1984

Office of Commission Services
State Transportation Bldg. - Rm. 121
Salem, OR. 97310

RE: DBE Documentation - Indian Creek Bridge

Dear Sir:

In accordance with the supplemental contract provisions regarding disadvantaged business enterprises, we submit the following. To comply with the assigned contract goal we will subcontract to:

J & J Fencing, Inc.
694 N. 34th St.
Springfield, OR. 97478

ITEM	QUANTITY	UNIT PRICE	TOTAL
16	150 L.F.	15.00	2250.00
17	100 L.F.	30.00	3000.00
18	4 ea.	350.00	1400.00
19	4 ea.	99.00	396.00
20	298 L.F.	3.75	1117.50
		TOTAL SUBCONTRACT	$8163.50

Sincerely,

Weaver Construction Co.

Paul C Wolf

Paul C. Wolf, Engineer

RECEIVED
OCT 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

An Equal Opportunity Employer

cc Kay Fuerman

9913

October 29, 1984

PRO

Mr. Alvin Campbell
County Roadmaster
Route 1, Box 1676
LaGrande, OR 97850

Dear Mr. Campbell:

Subject: Indian Creek (Zeamer Rd.) Br.
Union County
Project #BROS-3100(6)

On October 25, 1984 the Highway Division received a satisfactory bid from Weaver Construction Co., P.O. Box 588, Union, Oregon 97883, for the subject project.

This project is a Highway Bridge Replacment (HBR) project, and as per our Agreement No. 7942, the county is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$103,767.00
Anticipated Items	750.00
SUBTOTAL	$104,517.00
Contingencies (4 1/2%)	4,703.27
Engineering (9%)	9,406.53
TOTAL CONTRACT COST	$118,626.80
Less Federal Funds	(94,901.44)
COUNTY'S SHARE (20%)	$ 23,725.36
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 23,700.00

We will award the contract when we receive your advance deposit in the amount of $23,700, which should arrive no later than November 16, 1984. You may use one of the three options for payment described in the attachments.

Very truly yours,

LGIP
Recieved
11-9-84
MKS

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc: w/AD #84-128
Roger Lang, Region 5
Vern Skoog - Please return completed AD #84-128 when advance deposit is received.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3100(6)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:

5. ITEM NO.: 40030

2A. COUNTY NAME: Union

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE: 10/3/84

8. FEDERAL ROUTE NUMBER: Non Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Indian Creek (Zeamer Road) Bridge Section #61C13-C53-00086

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 10/1/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000; Federal Funds $120,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 8/16/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	D. K. Hassner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9913

Section Indian Creek (Zeamer Rd) Bridge Programming Estimate $ 150,000

Highway Zeamer Rd 8-8-84 Project Length 0.10 mi

County Union Completion Time 90 CD or Feb. 28, 1985

Kind of Work Grading, Surfacing & Structure Est. Comp. Date Feb 28, 1985

Prefix 231-1960-921 Letting Date Sept. 13, 1984 Project No. BROS-3100(6)

RECVD 8/6/84 @ 4:30 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 123,500.50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	750.00	$ 750.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		

Subtotal	$ 124,250.50
Contingencies (4-1/2%)	5,591.27
Engineering (~~8~~ 9, ~~10~~%)	11,182.55
Subtotal	$ 141,024.32
Credit for _____	
Estimated Net Authorization, Construction	$ 141,024.32

APPROVED

_____

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET	OF
Indian Creek (Zeamer Rd.) Bridge Sec.	Union	1	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving		0.10 mi		BILLY

COST ANALYSIS UNIT 813/94 MLW

THIS ENGINEERING ESTIMATE IS PREPARED FOR BID LETTING 9/13/94

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		LUMP SUM	All	LUMP SUM	10,000.00
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	4,480.00
	Temporary Signs		Sq Ft	223	6.00	1,338.00
	Temporary Barricades		Each	4	70.00	280.00
	Temporary Guard Rail, Type 2A		Lin Ft	380	7.00	2,660.00
	Temporary Delineators		Each	10	18.00	180.00
	Flaggers		Hour	20	17.00	340.00
	ROADWORK					
	Ditch Excavation		Cu Yd	151	9-	1,359.00
	Toe Trench Excavation		Cu Yd	300	7-	2,100.00
	Embankment in Place		Cu Yd	1376	11-	15,136.00
	Stone Embankment		Cu Yd	234	14-	3,276.00
	Detour Removal Excavation		Cu Yd	1239	4.50	5,575.50
	Aggregate Subbase		Ton	506	14-	7,084.00
	3/4"-0 Aggregate Base		Ton	329	15-	4,935.00
	18-inch Culvert Pipe		Lin Ft	30	22-	660.00
	Guard Rail, Type 2A		Lin Ft	150	13-	1,950.00
	Guard Rail, Type 2		Lin Ft	100	30-	3,000.00
	Guard Rail Anchors, Type I		Each	4	350-	1,400.00
	Rail End Pieces, Type C		Each	4	85-	340.00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION	COUNTY	SHEET	OF
Indian Creek (Zeamer Rd) Bridge Sec.		2	2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Type 1 Fence		Lin Ft	298	4-	1,192 00
	Loose Riprap, Class 700		Cu Yd	210	20-	4,200 00
	Filter Blanket		Cu Yd	60	14-	840 00
	STRUCTURE					
	Structure Excavation		Cu Yd	229 +135	11 00	2464 00 +1485
	Structure Excavation Below Elevations Shown		Cu Yd	22 +14	11 00	242 00 +154
	Special Footing Backfill		Cu Yd	70	17-	1,190 00
	Structural Concrete, Class 3300 (625 C.Y. @ $225/C.Y.)		LUMP SUM	All	LUMP SUM	13 950 00 +14,625
	Reinforcement (89 00 ~~8500~~ # @ $.40/#)		LUMP SUM	All	LUMP SUM	3,560 00 3,520
	4'x40'/45' Prestressed Slabs ((4'x44'x'15%/cu.ft.) + 266 m.l. @ $3.50/m.l.)		Each	7	3660 00 3592	25,620 00 25,144
	Metal Rail with Tubing		Lin Ft	100	40 00	4,000 00
						+123,500 50 ~~122,592 50~~

734-1736 (REV. 2-84)

9913

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 27, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40030
Project No. BROS-3100(6)
Indian Creek (Zeamer Rd.) Bridge Section
County Road
Union County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 27, 1984.

DRH:me
Attachments
cc: R.D. Hector (Region 5)
Mike Shultz, w/attachment
General Files

Form 734-3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM FR-1 (REV. 4-61)

7-27-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME		
		Co. Rd., Approx. 2 mi., S.E. of Elgin			70 10 DHV	- - - -	- - - -	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER		
	Structure (One)								PREFIX LETTER(S)	NUMBER	
									BROS-	3100	
CARD	CLASS OF FEDERAL FUNDS						COUNTY NAME				
							Union				
	NAME OF URBAN AREA						ROUTE NO.	FEDERAL-AID	STATE	U.S.	
	- - -						N	Non	Co. Rd.	- - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE							
5					ROW							
5					CONST (CODE) X080	(09)	"Indian Creek (Zeamer Rd.) Bridge Section"	0.085	150,000	120,000		30,000
								0.085	150,000	120,000		30,000

CARD 1	CODE 1	PREPARED BY	DRH:me	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	10-1-83	(16) (23) (24) (33) REMARKS

Additional Data: Item No. 4003
Project No. B

Key #01752

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-27-84

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 2 mi., S.E. of Elgin		70 10 DHV	- - - -	- - -	10	Oregon	41	114	40030

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(One)								BROS-	3100	(6)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
- - -	Union	061	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	Co. Rd.	- - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	(09)	"Indian Creek (Zeamer Rd.) Bridge Section"	0.085	150,000	120,000		30,000	
		PROJECT TOTALS	0.085	150,000	120,000		30,000	

PREPARED BY: DRH:me

APPROVAL DATES: 10-1-83

REMARKS

Additional Data: Item No. 40030;
Project No. BROS-3100(5).

USCOMM DUSCOMM-DC 46803-P61

INDIAN CREEK (ZEAMER RD.) BRIDGE SECTION

(Remarks continued):

Project Data: Work under this project consists of 1) construct one Precast Prestressed Concrete Slab span bridge No. 10801 A 44 feet in length with 27'6" roadway at existing site; 2) remove existing bridge; 3) construct approaches requiring grade and drain with gravel surfacing providing 28 foot roadbed section having 2 - 14 foot travel lanes; 4) construct detour and remove as directed; 5) utility adjustments as required; and 6) incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7942 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-4-83.

Note: 1) This project is in Congressional District No. 2.
2) Included in 6 year HIP on page 122.
3) Included in approved bridge replacement inventory with a sufficiency rating of 26.8.

9913 Potter 7-23-84

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Details & Summary
2A	Pipe Data
3	Plan & Profile

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 1940
DONALD R. ADAMS

(Temporary Protection and Direction of Traffic Will Be Written In the Contract Special Provisions)

STATE OF

DEPARTMENT OF T

STATE HIGHW

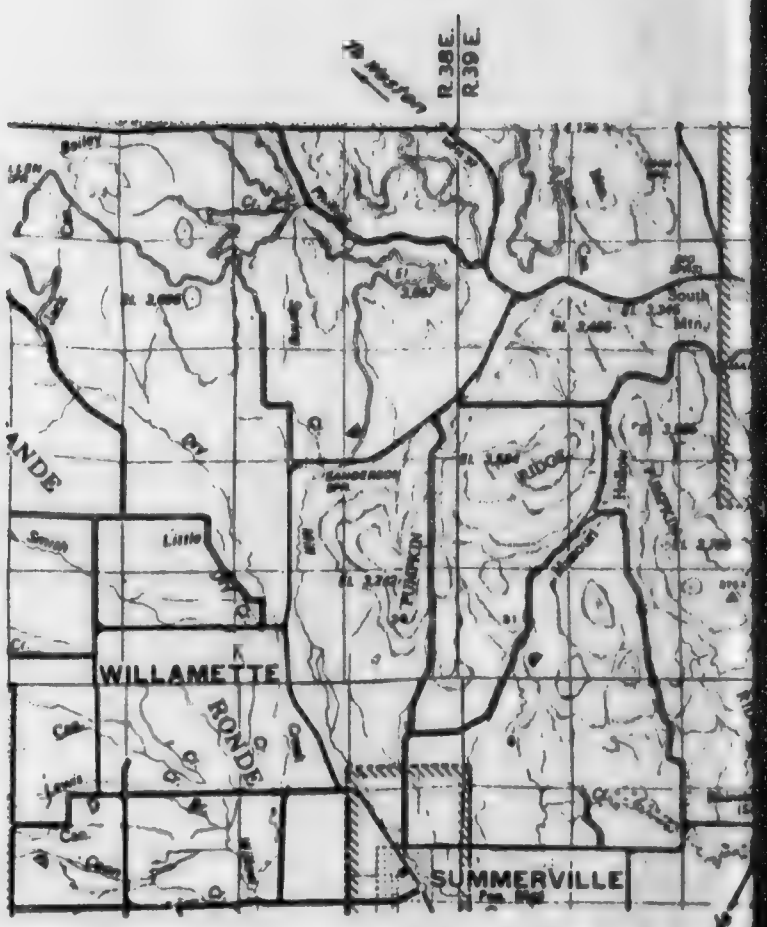
PLANS FOR PROP

INDIAN CREEK (ZEAME

COUNTY

UNION C

PRELIMINARY COPY
SUBJECT TO CHANGE



TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

FOR PROPOSED PROJECT

EAMER RD.) BRIDGE SEC.

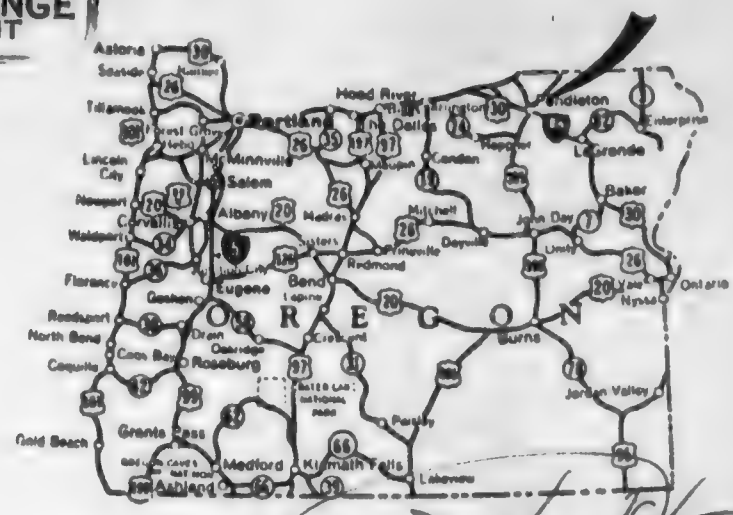
COUNTY ROAD

UNION COUNTY

INDIAN CREEK (ZEAMER RD) BRIDGE SEC. COUNTY ROAD UNION COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-05

PRELIMINARY COPY
JUL 19 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT



APPROVED 7/20/84 19

COUNTY COURT OF UNION COUNTY

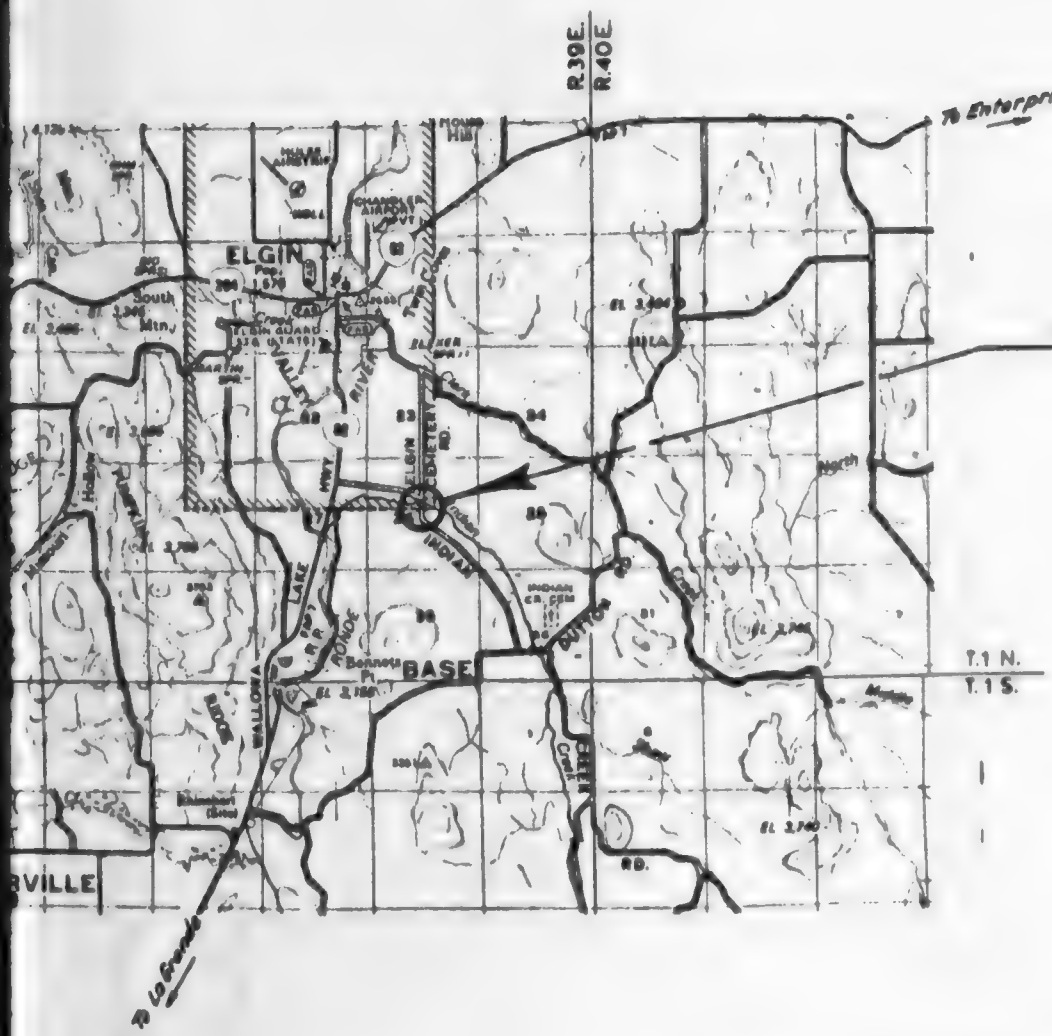
BY

COUNTY JUDGE

Marie L. Lester

COUNTY COMMISSIO ER

COUNTY COMMISSIONER



Sketch Map

Scale 0 1 2 Miles

REGISTERED PROFESSIONAL ENGINEER 6670 OREGON DEC 31 1985 H S COULTER

REGISTERED PROFESSIONAL ENGINEER 6050 OREGON JULY 13 1985 EDGAR E HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

9913

6-20-84

"Const" 19+76
Bent 1

44'-0" ctr.-ctr. Bents
18"x 4'-0" Precast Prestressed Slabs

"Const" 20+21
Bent 2

APPROVED BY
COUNTY OF UNION

JUDGE OR CHAIRMAN

Marie L Lester
COMMISSIONER

COMMISSIONER

DATE 6/20/84

"Const" 19+11.81

"Const" 19+71.81 S 5° 26' 39" E

90° (typ.)

Existing Structure, (To be removed)

"Const" Line
17° C.R.
Δ = 29° 07' 41"
L = 171.34'
T = 87.54'

10'-0"

45° typ.

10'-0"

9-Rail Post Spc'd @ 6'-3" = 50'-0"

Indian Creek

17'-0"

17'-0"

Overhead C.P. National power line?

PLAN
Scale: 1" = 5'-0"

Class 700 Riprap (typ.)

Std. Metal Rail w/ Tubing (1'-9" Mounting Ht.), see dwg no. 33230.

Max. H.W. El = 2717.3' (1965)

2720'

2715'

2710'

El. = 2714'

Design H.W El = 2713.3'

Gen. Ex.

15' Rt.

15' Lt.

Gen. Ex.

El = 2709.3'

El = 2705'

El = 2705'

Bent 2

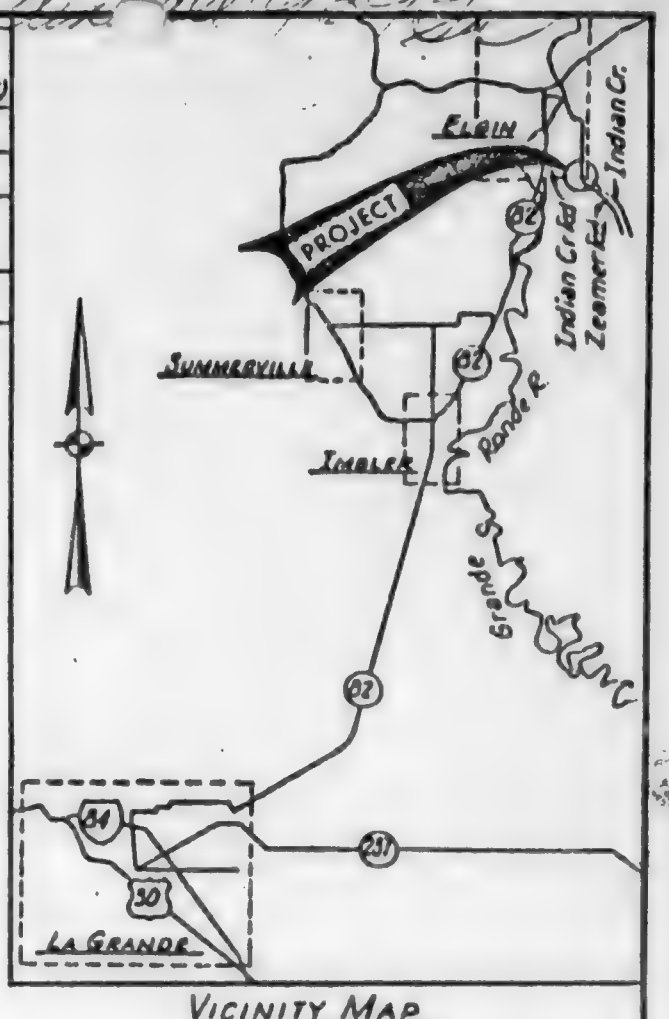
ELEVATION
Scale: 1" = 5'-0"

Bent 2

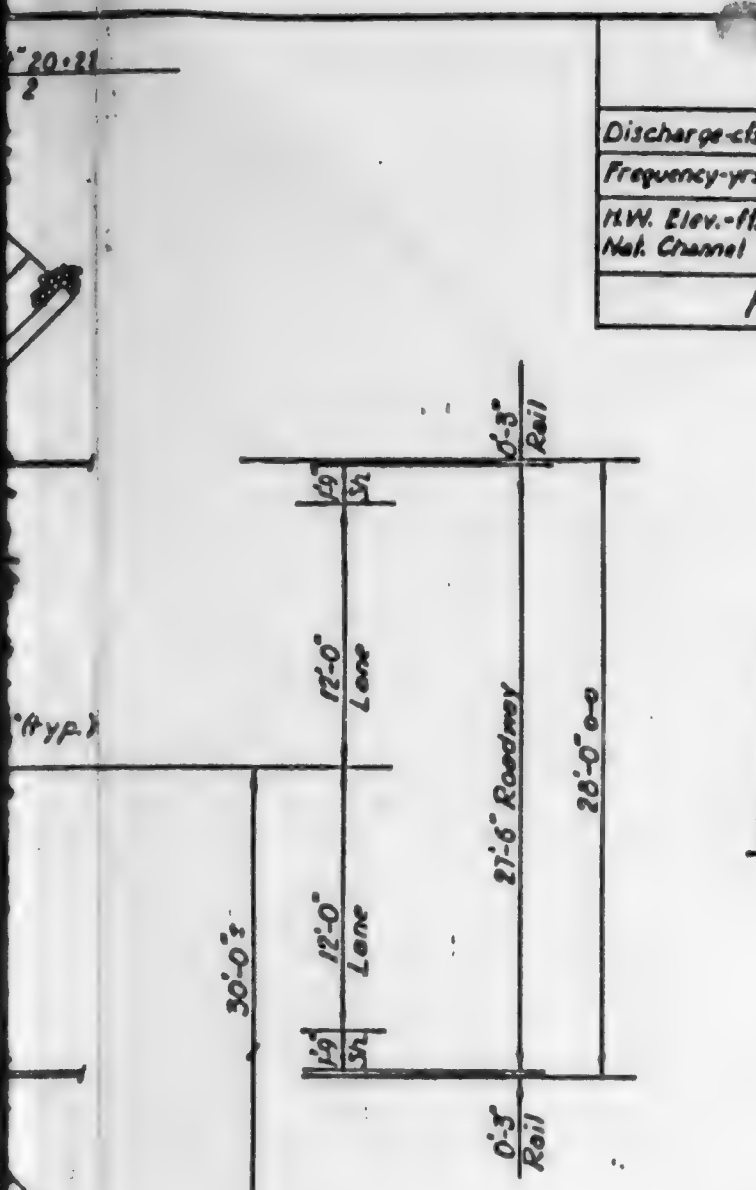
Accepted by blue-stamped plans 10/25/84

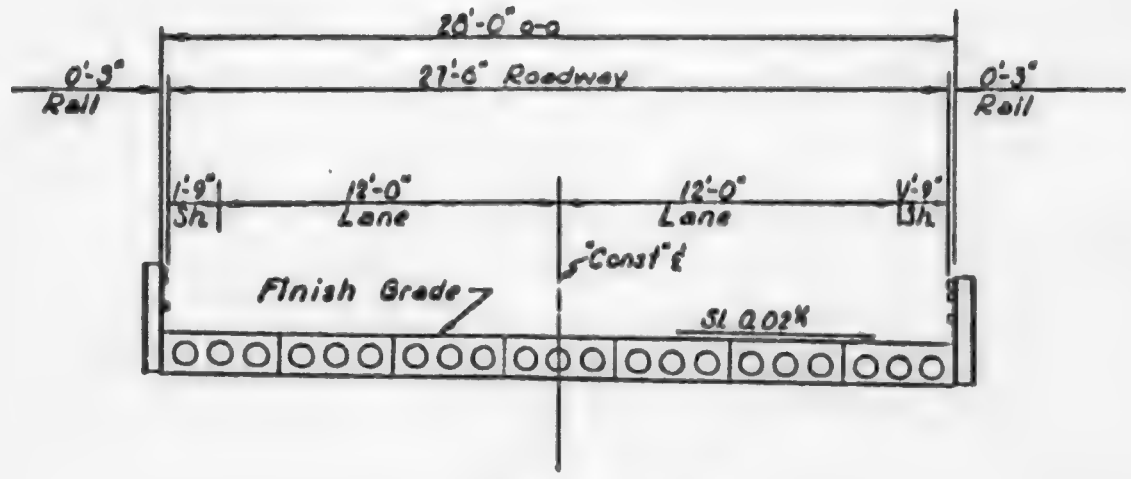
	Design Flood	Base Flood	Roadway Overtop'g Flood	Max. Fld. Yr. (1957, 1965)
Discharge-cfs	1130	1360	1480	-
Frequency-yrs	25	100	133	77
H.W. Elev.-ft. Nat. Channel	2712.3	2713.6	-	2712.3

HYDRAULIC DATA



VICINITY MAP





TYPICAL SECTION
Scale: 1/4" = 1'-0"

APPROVED:
P.E.
BRIDGE ENGINEER
P.E.
ASST STATE HIGHWAY ENGINEER
DESIGNED
DRAWN SHG
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

INDIAN CR. (ZEAMER RD.) BR.
INDIAN CR. (ZEAMER RD.) BR. SEC.
ZEAMER RD. (COUNTY)
UNION COUNTY

PRELIM. PLAN & ELEVATION

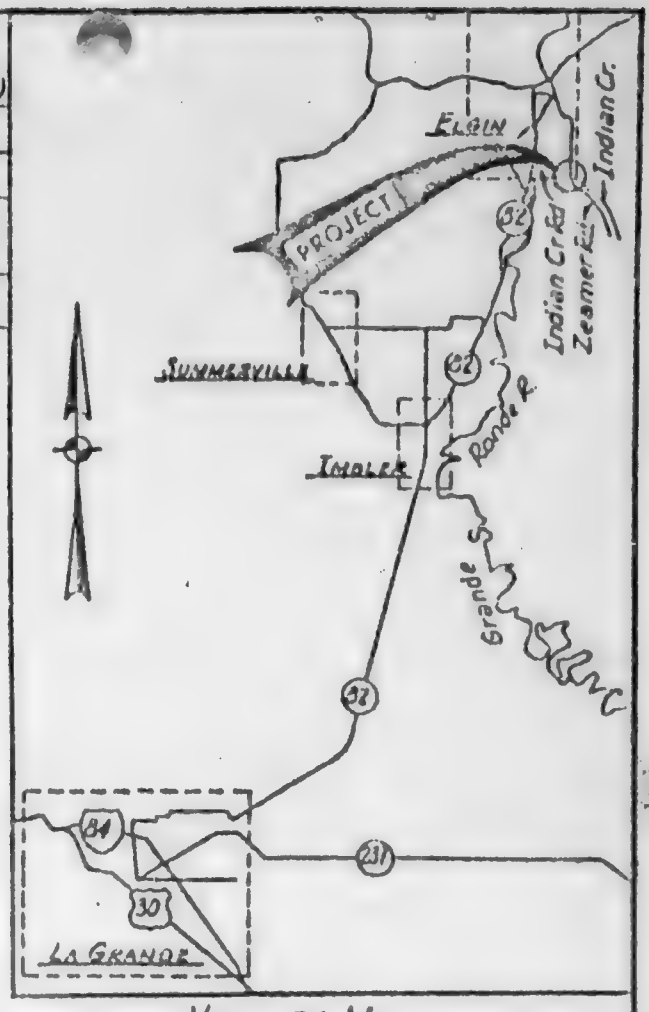
ACCOMPANIED BY DWGS.

DATE
BRIDGE NO. 10801A

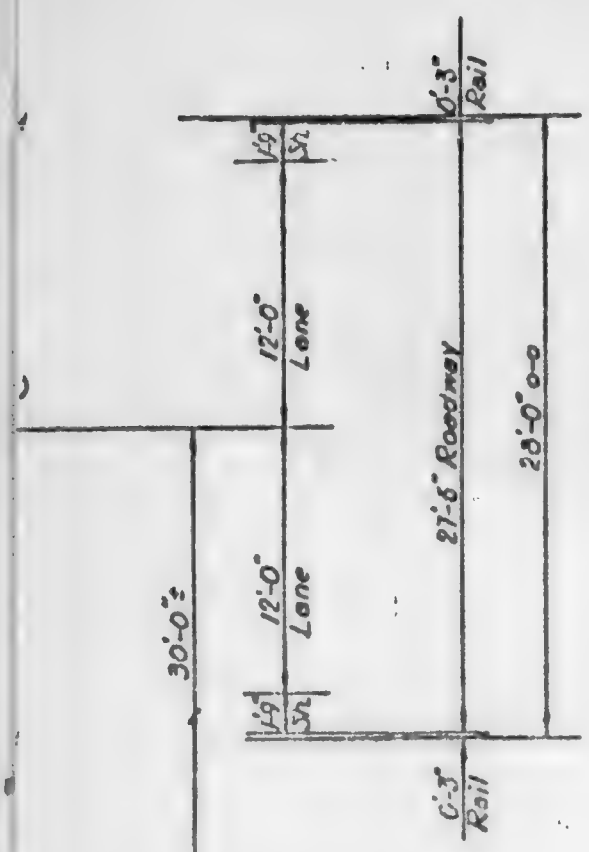
SHEET 1 OF
DRAWING NO. 39456

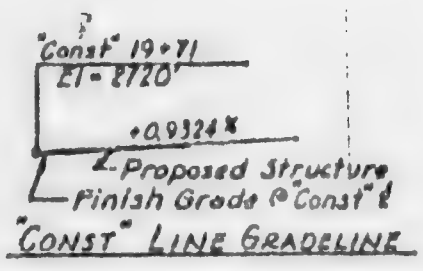
	Design Flood	Base Flood	Roadway Overtop'g Flood	Max. Fld. Yr. (1957, 1965)
Discharge-cfs	1130	1330	1420	–
Frequency-yrs	25	100	133	77
H.W. Elev.-ft. Nat. Channel	2713.3	2712.6	–	2711.3

HYDRAULIC DATA

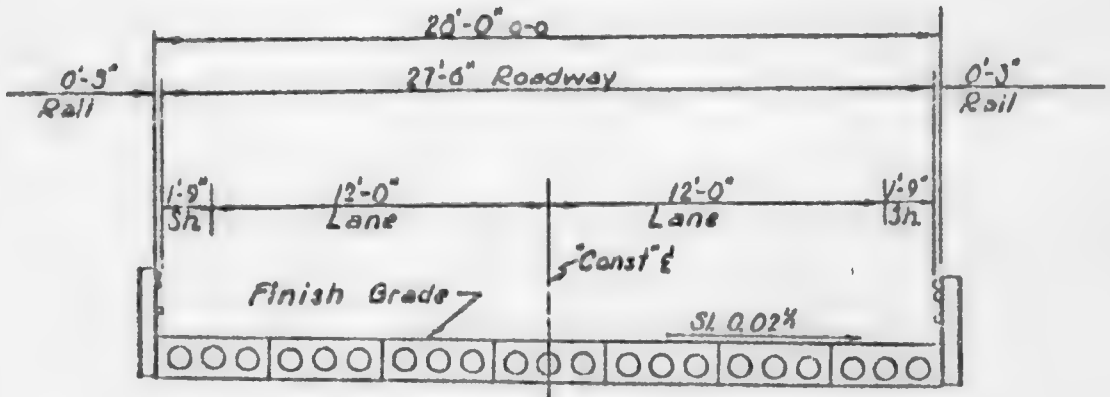


VICINITY MAP

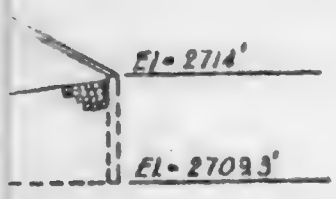




"CONST" LINE GRADELINE



TYPICAL SECTION
Scale: 1/4" = 1'-0"



APPROVED: P.E. BRIDGE ENGINEER P.E. ASST STATE HIGHWAY ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
DESIGNED DRAWN SHG CHECKED REVIEWED REVIEWED CALC BOOK	INDIAN CR. (ZEAMER RD.) BR. INDIAN CR. (ZEAMER RD.) BR. SEC. ZEAMER RD (COUNTY) UNION COUNTY
DATE / REVISION	PRELIM. PLAN & ELEVATION
	ACCOMPANIED BY DWGS.
	DATE BRIDGE NO. 10801A — SHEET 1 OF DRAWING NO. 39456

"Const" 19+78
Bent 1

44'-0" ctr.-ctr. Bents
18"x 4'-0" Precast Prestressed Slabs

APPROVED
COUNTY OF UNION

JUDGE OR CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE

"Const" 19+11.81

"Const" Line
17° C.R.
Δ = 29°07'41"
L = 171.34'
T = 87.54'

S 3°26'39" E

Existing Structure. (To be removed)

8-Rail Post Spc's @ 6'-3" = 50'-0"

Indian Creek

Overhead C.P. National power line?

PLAN
Scale: 1" = 5'-0"

Class 700 Riprap (typ.)

Std. Metal Rail w/ Tubing (1'-9" Mounting Ht.), see dwg no. 33750.

Max. H.W. El = 2717.3' (1965)

Design H.W El = 2715.3'

2720'
2715'
2710'

El = 2714'
El = 2709.5'

Gen. Ln.
15' Rt.
15' Lt.
Gen. Ln.

El = 2705'
El = 2705'

Bent 2
Bent 2

ELEVATION
Scale: 1" = 5'-0"

RECEIVED
JUN 27 1984
BRIDGE SECTION

PROGRAM SECTION

JUN 29 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

9913

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 .. .. La Grande, Oregon 97850 .. .. Telephone 963-3177

June 12, 1984

Alvin Campbell , Roadmaster
Union County Courthouse
1100 L Ave.
La Grande, Oregon 97850

Re: Indian Cr. (Zeamer) Bridge Section
Zeamer Road
Bridge No. 10801.A
HBR Off-System Project

Dear Alvin;

Enclosed are three copies of drawing numbers 39456, 39325, and 39326, which are the preliminary plan/elevation and vicinity map for the above subject project. Also enclosed are copies of the Hydraulic and Foundation Study Reports for your records.

Our present estimate of cost is as shown below:

Roadwork	$41,000.00
Structure	57,000.00
Engineering and Contingencies	20,000.00
Total Estimated Cost	$118,000.00

This estimate is slightly below the reconnaisance estimate. Our present schedule calls for opening of bids on October 25, 1984.

Please examine the plans carefully and if found to be acceptable present them to the County Court for signature. After the plans have been signed please return two copies to me for further processing.

Do not hesitate to contact Joe Schilieski or myself if you should have any questions.

Sincerely,

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 15 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO Mike Shultz
FOR _____

Roger C. Lang
Region Federal Aid Specialist

RCL/jef
encl.

cc. Gary Potter
W. J. Hart
J. A. Schilieski, w/encl.

734-1839

9913

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer
ATTN:
Roger Lang

DATE: June 8, 1984

DES 23
10801A

FROM: ORIGINAL SIGNED
J. M. TINDALL
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT:
Indian Creek (Zeamer Road) Bridge
Indian Creek (Zeamer Road) Bridge Section
Zeamer Road (County)/Union County
BR 10801A

Attached are four reduced prints of Drawings 39456, 39325 and 39326 which are the preliminary plan and elevation and vicinity map for this structure. Also attached is a copy of the Foundation and Hydraulic Reports which should be forwarded to the County.

Note that concrete bridge approach panels have not been included in this project.

Our present estimated of costs for the proposed contract is:

Roadwork	$ 41,000
Structure	57,000
Engineering and Contingencies	20,000
TOTAL	$118,000

Please use these prints to obtain the approval of Union County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project as soon as possible.

SHG:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1 and Foundation and Hydraulic Reports
Road Design /w/ 1
Program Section /w/ 1
Environment (M. Banks) /w/ 1

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 11 1984
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO Shultz
FOR _____

81-125-1307

9913

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 8

TO: F I L E S

DATE: May 11, 1984

FROM: Natsuko Kibe
Hydraulic Specialist

SUBJECT: Indian Creek (Zeamer) Bridge Section
Zeamer Road, Co. Rd. #C53
Union County

The proposed project will replace an existing 40-foot long two span timber bridge on the same alignment.

HYDROLOGY

Indian Creek is a tributary stream of the Grande Ronde River, and it drains approximately 56 square miles at the project site.

The records form two stream gage stations were statistically analyzed using a Log-Pearson Type III statistical distribution. The two stream gage stations are gage number 13-3236 on Indian Creek near Imbler (drainage area = 22 square miles) and gage number 13-3200 on Catherine Creek near Union (drainage area = 105 square miles). The recurrence interval vs. peak discharge relationship for the project site was obtained from the gage data analysis and is listed below.

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	1,380 cfs
50-year	1,250 cfs
25-year	1,130 cfs
10-year	960 cfs
5-year	820 cfs

There have been two major floods at the site, one in 1957 and the other in 1965. During both floods the water overtopped the roadway on the north side of the bridge. A local rancher stated that a 20- to 30-foot length of roadway was overtopped and the highwater elevation upstream of the bridge was approximately 2,719 feet. This flooding condition was reevaluated and the highwater elevation was reestimated to be approximately 2,717.3 feet. This roadway overtopping flood was estimated to be the 77-year flood.

Versteeg
Anderson
Adams
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAY 14 1984
ROAD DESIGN SECTION

Do of File
Return to
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Action

81-125-1367

Contains Recycled Materials

HYDRAULIC DESIGN

The 25-year discharge was chosen as the design flood. The design highwater is at elevation 2,715.3 feet. The highwater elevation during a 100-year flood is 2,715.6 feet. The existing structure provides 120 square feet of waterway area below the design highwater elevation and creates 1.1 feet and 1.9 feet of backwater during the design and 100-year floods, respectively.

Two replacement structures were analyzed: a single span structure with vertical abutments and a single span structure with spillthrough abutments. Both structures provide a design waterway area of 135 square feet. The vertical abutment structure creates 0.1 feet of backwater during the design flood and 0.2 feet during a 100-year flood.

The spillthrough abutment structure creates 0.1 feet and 0.3 feet of backwater during the design and 100-year floods, respectively. Other information on these structures is found on the attached Hydraulic Data tables and Figures 1 and 2.

RIPRAP

Any fresh or disturbed embankment slopes below elevation 2,716.0 feet should be protected with 36 inches of class 700 loose riprap placed on a 9-inch thick filter blanket. Eighteen inches of class 100 loose riprap can be used for vertical abutment toe protection. No filter blanket is necesary with class 100 loose riprap.

NK:ge
Attachments

cc w/att Frank Terpin
Don Adams
Walt Hart
Jack Davis
Bob Hector
Gary Potter
Herb Schell, FHWA

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	Roadway Overtopping Flood	MAXIMUM FLOOD YEAR (1957 / 1965)
Discharge cfs / m^3/s	1,130	1,380	1420	
Frequency — yrs.	25	100	133	77
H.W. Elevation ft. / Natural Channel m.	2,715.3	2,715.6		2,717.3*
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	8.4	9.1		
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Vertical abutments with wingwalls.
* includes backwater.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

INDIAN CREEK (ZEAMER) BRIDGE
ZEAMER ROAD
UNION COUNTY

COMPILED BY: Natsuko Kibe

DATE: May 11, 1984

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	Roadway Overtopping Flood	MAXIMUM FLOOD YEAR (1957 / 1965)
Discharge cfs / m^3/s	1,130	1,380	1500	
Frequency — yrs.	25	100	200	77
H.W. Elevation ft. / Natural Channel m.	2,715.3	2,715.6		2,717.3 *
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	8.4	9.1		
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Spillthrough abutments.
* includes backwater.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

INDIAN CREEK (ZEAMER) BRIDGE
ZEAMER ROAD
UNION COUNTY

COMPILED BY: Natsuko Kibe

DATE: May 11, 1984

INDIAN CR (CLEARED) BRIDGE

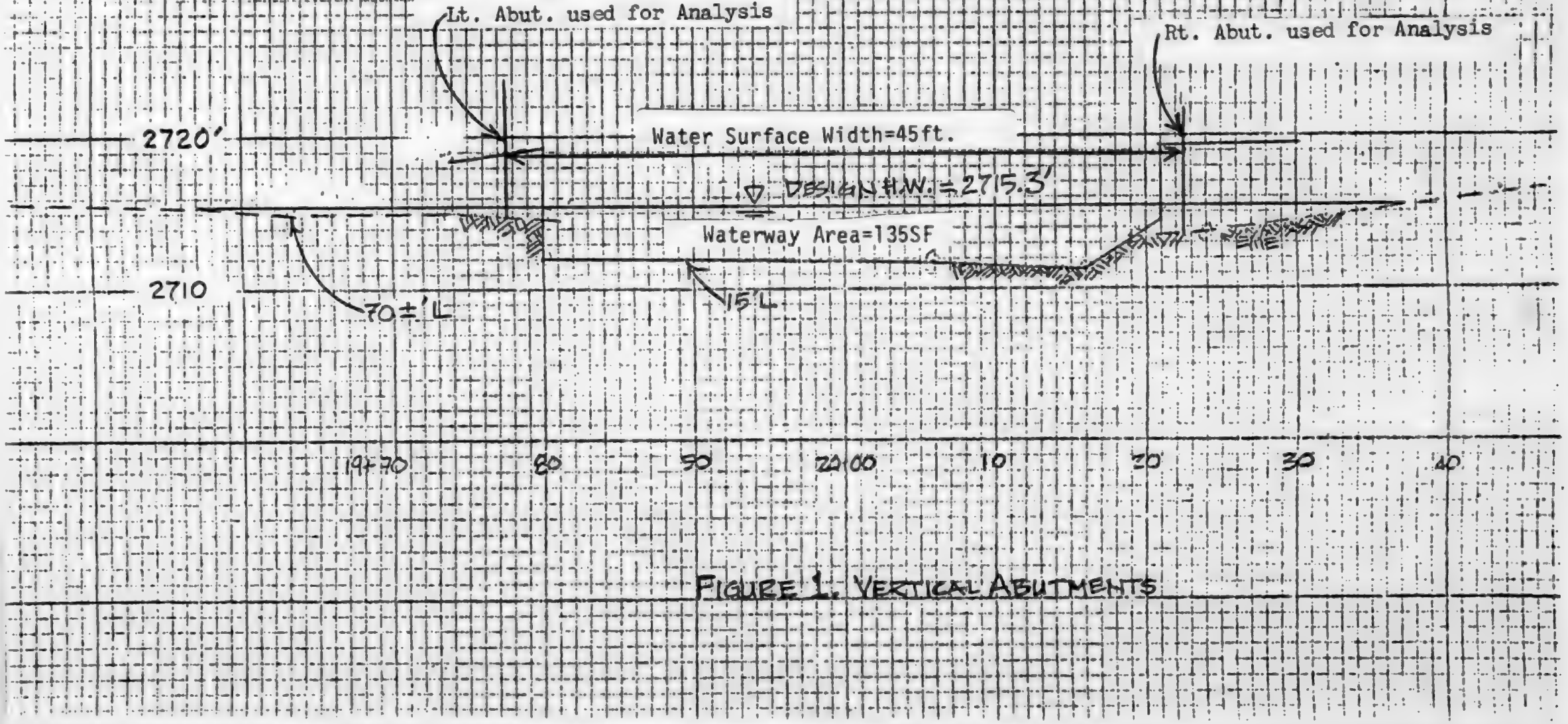


FIGURE 1. VERTICAL ABUTMENTS

INDIAN CR (CLEARED) BRIDGE

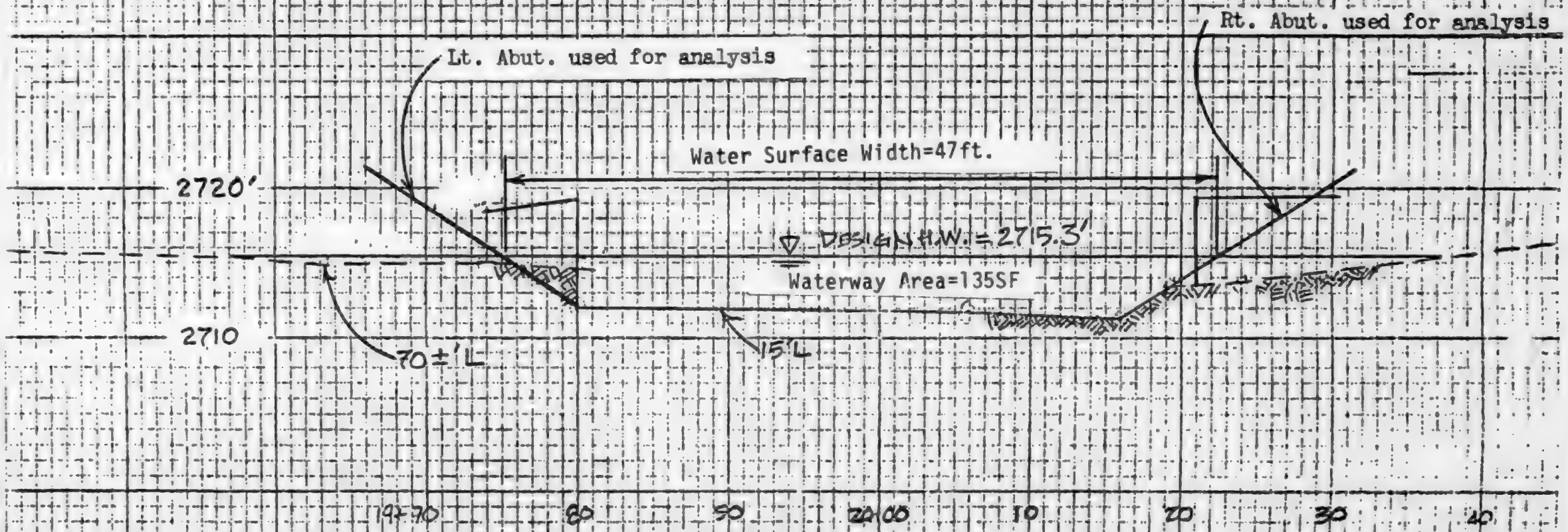


FIGURE 2. S.T. ABUTMENTS

9713

E

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: March 5, 1984

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin, P.E., P.L.S.
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Indian Creek (Zeamer) Bridge
Highway: Zeamer Road
County: Union

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Webenig

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

Form 734-3122

9913

OREGON STATE HIGHWAY DIVISION
State Highway Building, Roo[illegible]203
Salem, Oregon 97310

12-12-83

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
DEC 1983
MAN. ASSIST. _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

Attention: County-City Unit

Subject: Federal Aid Project No. BROS-3100(-)

Project Name: Indian Cr. (Zeamer Road) Bridge

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at LaGrande, Oregon, this 12 day of Dec., 19 83

City/County of Union

~~Mayor~~/County Judge/Chairman

Councilman/Commissioner

Councilman/Commissioner

Certified By
Harold Brenard
Region R/W Supervisor
December 27, 1983

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3100(5)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon 10-21-83	4. PROGRAM NO.	2A. COUNTY NAME
	5. ITEM NO. 40030	Union

6. TO

Mr. H. S. Coulter, wtate Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-24-83	Non-Federal-aid	County Road

10. GENERAL LOCATION:

INDIAN CREEK (ZEAMER ROAD) BRIDGE SECTION BRIDGE #61C13

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- * ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $23,800; FF $19,040

13. REMARKS

As requested by Mr. Swan's PEA dated October 11, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy 10/26

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-24-83	J. K. Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9913

CK. up

October 13, 1983

PRO-ACC

Honorable Earle C. Misener
Union County Judge
1100 "L" Avenue
LaGrande, OR 97850

Dear Judge Misener:

RE: Indian Creek (Zeamer Rd.) Br.
61 C 13

The Federal Highway Administration has approved the P.E. for the project and the following advance deposit is needed from the County.

Total P.E. Costs	$23,800
Less Free Bridge Design	5,500
	$18,300

County's advance deposit will be 20% of $18,300 = $3,660.00

Please forward the $3,660.00 to us by using one of the three options on the attached sheet.

Very truly yours,

MJK
for Gary A. Potter, Manager
Program Section

MK:pf
Attachment

bcc w/AD # 83-94: Roger Lang, Region 5
Vern Skoog - Please return completed AD # 83-94 when advance deposit is received.

9913

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSP[illegible]ON-HIGHWAY DIVISION
ADDENDUM TO LOCA[illegible] PROSPECTUS AND
10-11-83 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.N	ROUTE NO. STATE
Co. Rd., Approx. 2 mi. S.E. of Elgin "Indian Cr. (Zeamer Rd.) Br. Sec."	117	40030	BROS-3100(5)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Union Code 061

A-95 Review:

State Cl. Ho. ..... Exempt ___ Date Approved 10-4-83 PNRS OR 830909-008-2

Dist. 12 Cl. Ho. ..... Exempt ___ Date Approved _____ No Reply X

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 8-31-83

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Structure No. 61C13.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 23,800
FF 80%	$ 19,040
STATE	$ 1,100
Co.	$ 3,660

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Enclosed is a copy of Parts 1, 2, 3 & 4 of the Project Prospectus & project map.
2) Included in approved bridge replacement inventory with a sufficiency rating of 26.8.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-11-83	D.E. SWAN, PE	PROJECT UNIT ENGINEER

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Indian Creek (Zeamer) Bridge

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1 | PREFIX: | DATE:

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 6,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 100
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		2,500	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		1,500
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		1,000	938	REGION ENVIRONMENT		200
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
908	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		6,000	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		200	927	FREE BRIDGE DESIGN		4,000	929	Free Br. Specs.		1,500
914	REGION UTIL-ITY LIAISON		200	932	RAILROAD & UTILITIES						

TOTALS	$ 23,800
PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This project is 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

PREPARED BY (field) / Roger C. Lang	DATE 8/10/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER [signature]	DATE 8-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

CCN 17-1
Indian
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: October 11, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D. E. Swan, P.E.
Project Unit Engineer

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
40030	BROS-3100(5)	Indian Cr. (Zeamer Rd.) Br. PNRS #OR 830909-008-2

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

CON 19-17
Indian
X

October 5, 1983

Union County Court
1100 "L" Avenue
LaGrande, OR 97850

ACR 4

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7944

Gentlemen or Ladies:

Attached for your records are fully executed copies of two agreements covering the following projects:

Grande Ronde River (Lower Cove Road) Bridge
Indian Creek (Zaemar Road) Bridge

We have retained fully executed copies of each of the agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

Attachments

bc: Gary Potter (2 agree. att.)

FKN:kjm

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R.S. COULTER

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
October 6, 1983
cc: FHWA (2)
State Highway Engineer
Location Unit
Right of Way Section
Road Design Section (3)
Environmental Section
Bridge Section
Aeronautics Division
R. D. Hector, Region 5
C. K. Ansell, District 13
Federal Aid Group

C O N C L U S I O N S

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: INDIAN CREEK (ZEAMER) BRIDGE SECTION ZEAMER ROAD CO. RD #53 UNION COUNTY

DATE: OCTOBER 4, 1983

The State has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of stete government:

- [ ] may exist.
- [ ] have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- [ ] have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830909-008-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732

RECEIVED
SEP 15 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW SEP 21 1983

Project #: OR 830909-008-2 Return Date: SEP 30 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

PNRS #2 Phone Number

1913

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Union

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Indian Creek (Zeamer) Bridge 10-3-83

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 231-1960

DATE:

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 6,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$ 100
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		
905	FINAL DESIGN		2,500	920	PROGRAM MANAGEMENT		100	937	HYDRAULICS		1,500
906	BRIDGE DESIGN			921	SPECIFICA-TIONS		1,000	938	REGION ENVIRONMENT		200
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES		100	949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION		200	950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION		200	925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		6,000	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON		200	927	FREE BRIDGE DESIGN		4,000	929	Free Br. Specs.		1,500
914	REGION UTIL-ITY LIAISON		200	932	RAILROAD & UTILITIES						

	TOTALS	$ 23,800
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER: BROS-3100(5)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This project is 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

1 Versteeg ✓
2 Anderson
2 Adams 5
Lacnab
3 Stoudenmeyer
Terpin
4 Trout ✓
Wakerlin
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

PREPARED BY (field) Roger C. Lang	DATE 8/10/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-30-83
RECOMMENDED, LOCATION ENGINEER X	DATE 9/30/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJE PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Indian Creek (Zeamer) Bridge

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
N/A	County Road	FROM TO	0.1 mi+

☐ URBAN ☒ RURAL | CITY | COUNTY: Union | ROAD/STREET NAME: Zeamer Road

ROUTE #: N/A | FEDERAL AID #: N/A | APPLICANT (IF OTHER THAN STATE): Union County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 24 ~~17~~
RIGHT OF WAY		$ 2
ROADWAY	$ 15	
STRUCTURES	$ 70	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2	
	$	
40% ENGINEERING & CONTINGENCIES	$ 34	
TOTAL CONSTRUCTION		$ 121
TOTAL ESTIMATE		$ ~~140~~ 146

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	1
ACRES	(#)	0.2±
RELOCATIONS	(#)	-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	C
RIGHT OF WAY ACQUISITIONS	(S,C,A)	C

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3/84	HBR	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	70	
YEAR OF AVERAGE DAILY TRAFFIC	1983 (est)	

DEFINE THE PROBLEM
Existing timber structure is failing; appears on the National Listing of deficient bridges.

PROPOSED SOLUTION
Construct prestressed reinforced concrete bridge, widen roadway as required. County requests 28 foot wide bridge.

REQUESTED, REGION ENGINEER	DATE
X [signature]	8-10-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS	DATE
X	

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
X				

X 734-1911 (7-82)

PROJEC PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Indian Creek (Zeamer) Bridge

REGION 5

PROJECT JUSTIFICATION

This project has been a longstanding priority of Union County. Lack of funding has delayed replacement.

The existing structure is in poor condition, failing rapidly and will not support legal loads. The structure is listed in the National Inventory of deficient bridges and has a SR of 29.9.

This structure is included in the FY 1984 OFF SYSTEM HBR Program.

This project is consistent with the bridge replacement program of Union County.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Indian Creek (Zeamer) Bridge

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	S #	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S #	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

Telephone

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED: 35	DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							14	x	14							
							14		14							
PROPOSED MINOR WIDENING																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
1"-0 aggr. base	14"				
(minor widening)					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	28	70,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 2-2-83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Indian Creek (Zeamer) Bridge

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

Minor right-of-way acquisition of less than an acre for a detour during construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The bridge is located in a rural area serving agricultural and logging traffic. Much of this traffic is currently in excess of the 8 ton weight limit. The movement and safety of this traffic would be enhanced by the project.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no impact on Indian Creek is anticipated. Construction would correspond with the period when Indian Creek flows are greatly reduced, or even nearly nonexistant.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

none

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

none

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

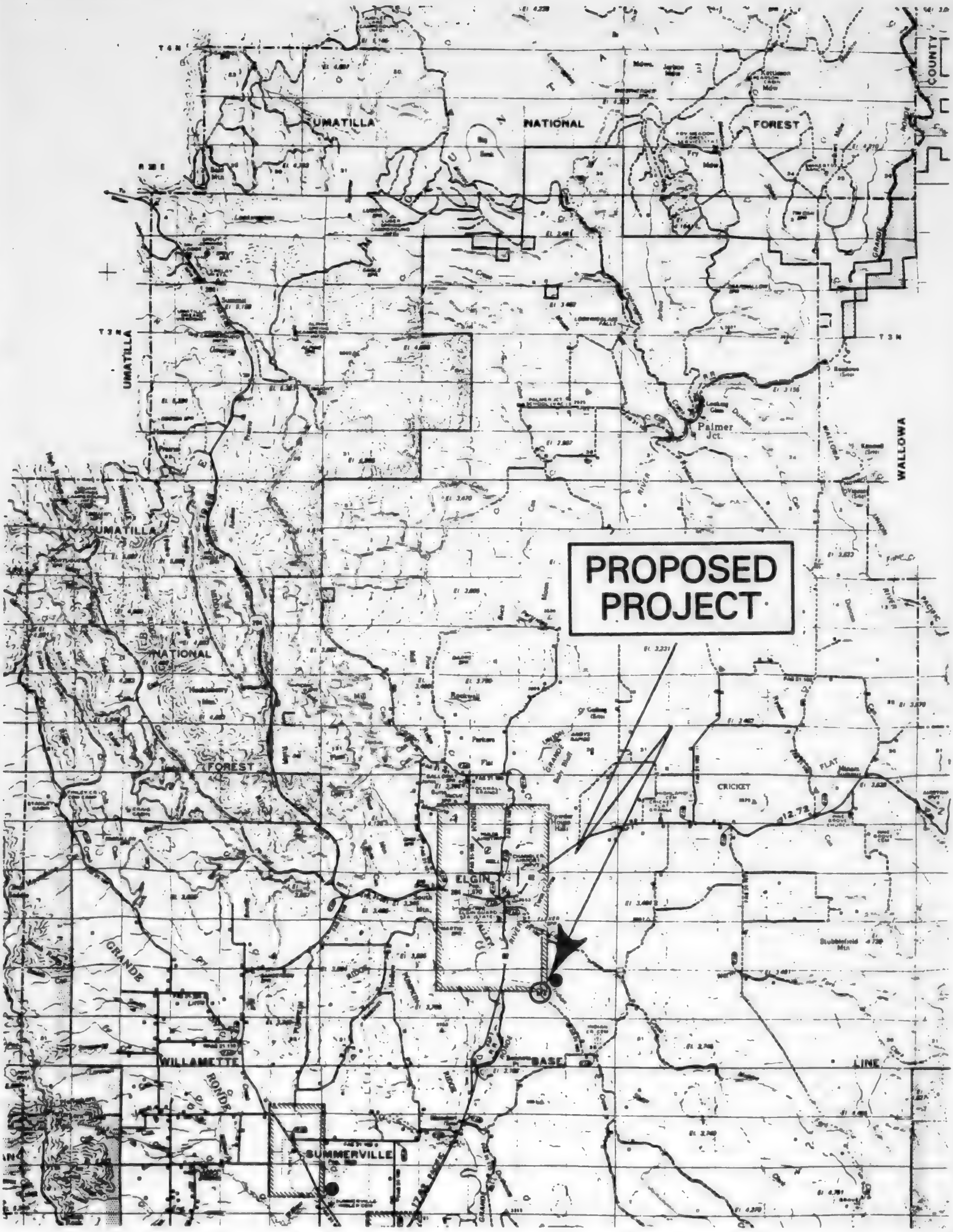
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

The proposed project is a bridge replacement project, requiring only minor right-of-way acquisition (less than one acre for a construction detour). No adverse impacts (humar or physical) are anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	August 31, 1983


UMATILLA
NATIONAL
FOREST
COUNTY
UMATILLA
Palmer Jct.
WALLOWA
PROPOSED PROJECT
NATIONAL
FOREST
CRICKET FLAT
ELGIN
GRANDE RONDE
WILLAMETTE
BASE LINE
SUMMERVILLE

1713

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: September 8, 1983

In Reply Refer to
File No. RRO

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, OR 97828

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 13
Section: Indian Creek (Zeamer) Bridge Section
Highway: Zeamer Road, Co. Rd. #53
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be October 17, 1983.

JLG:pf
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 5 Engr.: R. D. Hector
Dis. 13 Engr.: Clayton Ansell
Aeronautics Division
David Powers, Parks
J.L. Gaither

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
SEP 08 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ____/____/____
Action

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS #

02 | 12] APPLICANT [45 | 46] DIVISION [79
Department of Transportation | Highway

03 | 12] APPLICANT ADDRESS STREET [45 | 46] CITY [60 | 76] ZIP [79
Transportation Building | Salem | 97310

04 | 12] CONTACT PERSON [45 | 46] AREA CODE [48 | 49] PHONE [55 | 56] EXTENSION [59
Gary A. Potter | 503 | 378 | 6564

01 | 12] PROJECT TITLE [71
Indian Creek (Zeamer) Bridge Sec.

11 | 12] PROJECT LOCATION—CITY | PROJECT LOCATION—COUNTY | PROJECT LOCATION [79
Zeamer Road Co. Rd. #53 | Union | SEC: 26 T: 1 N R: 39 E

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] [71
Replace deficient timber bridge with new concrete structure.

07 | 12] [71

08 | 12] [71

09 | 12] [71

10 | 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
112,000		- - -	28,000		140,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 | 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 | 12] FEDERAL AGENCY NAME [45 | 46] FEDERAL SUB-AGENCY NAME [79
U. S. Department of Transportation | FHWA

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 9/8/83

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 October | 43] DAY [44 17 | 45] YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/8/83

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Indian Creek (Zeamer) Bridge

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

Minor right-of-way acquisition of less than an acre for a detour during construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The bridge is located in a rural area serving agricultural and logging traffic. Much of this traffic is currently in excess of the 8 ton weight limit. The movement and safety of this traffic would be enhanced by the project.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no impact on Indian Creek is anticipated. Construction would correspond with the period when Indian Creek flows are greatly reduced, or even nearly nonexistant.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

none

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

none

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

The proposed project is a bridge replacement project, requiring only minor right-of-way acquisition (less than one acre for a construction detour). No adverse impacts (humar or physical) are anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	AUGUST 31, 1983

UMATILLA
NATIONAL
FOREST
COUNTY
Palmer Jct.
ELGIN
CRICKET
GRANDE
RONDE
VALLEY
IMBLER
WALLOWA-WHITMAN
NATIONAL
PROJECT

9-1-2

CON 19-1
Indian Cr.

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 24, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Indian Creek (Zeamer) Bridge
Zeamer Road
Union County
~~BRO3(-)~~ BRO5-3100(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CONCUR

8/31/83
Division Administrator Date
for OREGON DIVISION

CMG:lm

Attachments (4)

ENVIRONMENTAL SECTION
August 31, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Clayton Ansell
Don Keyes

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Indian Creek (Zeamer) Bridge

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

Minor right-of-way acquisition of less than an acre for a detour during construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Consistent with the County Comprehensive Plan.

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The bridge is located in a rural area serving agricultural and logging traffic. Much of this traffic is currently in excess of the 8 ton weight limit. The movement and safety of this traffic would be enhanced by the project.

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none

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

none

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

The proposed project is a bridge replacement project, requiring only minor right-of-way acquisition (less than one acre for a construction detour). No adverse impacts (humar or physical) are anticipated. Recommended project classification is Class 2 (Categorical Exclusion).

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	August 31, 1983

UMATILLA
NATIONAL
FOREST
COUNTY
T2N
T1N
R3E
Palmer Jct.
ELGIN
IMBLER
CRICKET
GRANDE
RONDE
VALLEY
RIDGE
WALLOWA-WHITMAN
PROJECT

9913

PROJECT PROSPECTUS

PART 4 — RVEY AUTHORITY 8-10-83

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Indian Creek (Zeamer) Bridge

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO. | PREFIX | DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 6,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	6,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES					

	TOTALS	$ $
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This project is 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

PREPARED BY (field) Roger C. Lang	DATE 8/10/83	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED. REGION ENGINEER [signature]	DATE 8-10-83	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #:

SECTION: Indian Creek (Zeamer) Bridge

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
N/A	County Road	FROM TO	0.1 mi+

☐ URBAN ☒ RURAL	CITY	COUNTY	ROAD/STREET NAME
		Union	Zeamer Road

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
N/A	N/A	Union County

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ 17	
RIGHT OF WAY	$ 2	
ROADWAY	$ 15	
STRUCTURES	$ 70	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2	
	$	
40% ENGINEERING & CONTINGENCIES	$ 34	
TOTAL CONSTRUCTION	$ 121	
TOTAL ESTIMATE	$ 140	

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	1
ACRES	(#)	0.2±
RELOCATIONS	(#)	-

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	C
RIGHT OF WAY ACQUISITIONS	(S,C,A)	C

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3/84	HBR	1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	70	
YEAR OF AVERAGE DAILY TRAFFIC	1983 (est)	

DEFINE THE PROBLEM
Existing timber structure is failing; appears on the National Listing of deficient bridges.

PROPOSED SOLUTION
Construct prestressed reinforced concrete bridge, widen roadway as required. County requests 28 foot wide bridge.

REQUESTED REGION ENGINEER: [signature]	DATE: 8-10-83			
APPROVED, ASST HWY ENG FOR OPERATIONS: X	DATE			
APPROVED, ASST HWY ENG FOR ADMINISTRATION: X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Indian Creek (Zeamer) Bridge

REGION
5

PROJECT JUSTIFICATION

This project has been a longstanding priority of Union County. Lack of funding has delayed replacement.

The existing structure is in poor condition, failing rapidly and will not support legal loads. The structure is listed in the National Inventory of deficient bridges and has a SR of 29.9.

This structure is included in the FY 1984 OFF SYSTEM HBR Program.

This project is consistent with the bridge replacement program of Union County.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Indian Creek (Zeamer) Bridge

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

Telephone

RIGHT-OF-WAY							
ACQUISITIONS		RELOCATIONS					
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)				

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						35	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							14	x	14							
							14		14							
PROPOSED MINOR WIDENING																
							14	x	14							
							14		14							

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
1"-0 aggr. base	14"				
(minor widening)					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	28	70,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

7713

FEDERAL AID PROJECT REQUEST

Date August 3, 1983

Applicant Agency UNION COUNTY
Request for: Off-System____, FAS-C____, FAUS____ Project HBR os
Federal Aid Route No. n/a Route Name Indian Creek Rd No. C53
Project Name Indian Creek (Zeamer) Br. Sec.

Project Length 0 ± mi ± Project Location (Attach sketch map)
Project Description Remove existing structure, construct reinforced concrete slab span structure.

Average Daily Traffic 70 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders N/A
Medians None Parking
Sidewalks None
Remarks Gravel Road

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders
Medians None Parking
Curbed NOne Length Curb Radii
Sidewalk/Bikeway No, remote rural area does not warrant cost
Remarks Retain gravel surface of roadway

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes No x

3. Will additional right-of-way be needed? Yes x No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No
Remarks County will attempt to obtain donation R/W for detour. Will Seek reimbursement if unsuccessfull.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NO

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: BR No 61C13

Location Indian Creek

Type Timber

Approach Roadway Width 28 Shoulder Width

Length 40 Width 20

To remain in place? No

2. Proposed Structure:

Location Indian Creek

Approximate Size: Length 50 Width 28

Are sidewalk/bikeways desired: No, gravel road, remote rural location does not warrant cost

Are any utilities to be attached to structure? yes

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? No

Remarks Retain gravel surface approahhes . No plans to oil this route in forseeable future.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No x

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — ALVIN Campbell, Roadmaster Office
2. Environmental — ALVIN CAMPBELL, Roadmaster Office
3. Public Hearing — ALVIN CAMPBELL, Roadmaster Office

Remarks Minimal action plan requirements anticipated.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant_____ State x Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes x No_____
If "yes," describe briefly: Will attempt to obtain donation R/W

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000.
Right-of-way costs (if participating)	2,000.
Traffic control	
Illumination	
Structures	70,000
Railroad	
Other 40% engr. & Conting.	34,000
Preliminary engineering	17,000.
PROJECT TOTAL	$ 138,000.

Remarks County requests free bridge design/ specifications as defined by Oregon revised statutes. Request August - 84 bid letting.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

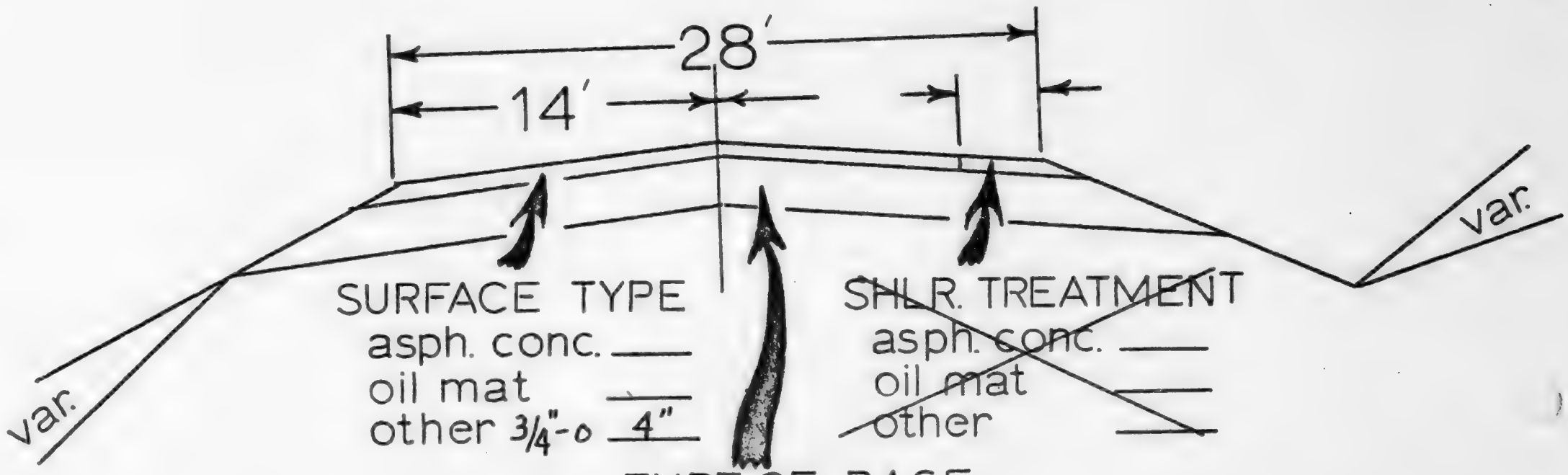
CITY OF _____ and/or UNION COUNTY

By_____ By_____

By_____ By_____

By Marie E. Lister

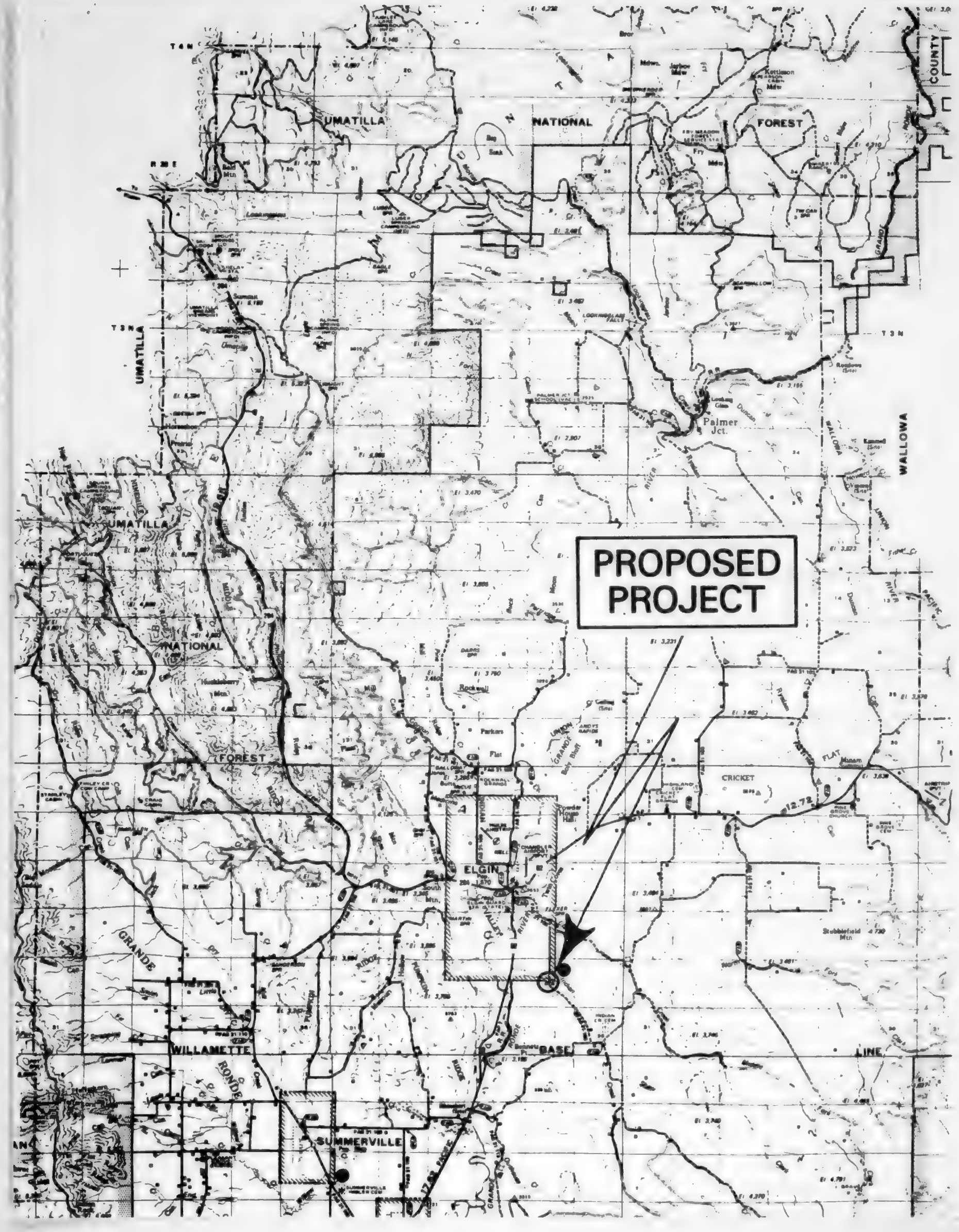
PROPOSED
TYPICAL SECTION
(200' TAPER SECTION)



SURFACE TYPE
asph. conc. ____
oil mat ____
other 3/4"-0 4"

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN ____
CRUSHED AGG'R. 1"-0 14"


PROPOSED
PROJECT
UMATILLA
NATIONAL
FOREST
COUNTY
WALLOWA
Palmer
Jct.
ELGIN
SUMMERVILLE
WILLAMETTE
GRANDE
RONDE
CRICKET
FLAT
BASE
LINE
T6N
T5N
R36E

9913

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

REGION 5 OFFICE

In Reply Refer to
File No.:

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 2, 1981

Alvin Campbell
Union County Roadmaster
Rt. 1 Box 1676
La Grande, Oregon 97850

Dear Alvin:

Thank you for your letter of February 23, 1981 inquiring about the status of bridge No. 61C13 which you inspected and reported in December, 1980.

The inspection report and inventory form has beer reviewed and submitted to John Wood on February 27, for inclusion on the next list of bridges to the Federal Highway Administration.

As you know there is a lengthy time frame required to fully evaluate the inspection report, inventory form and establish a rating with the FHWA. We shall do everything we can to speed up the process but we are still looking "down the road".

It is suggested you consider placing false bents at the proper locations to accomodate any loghauling that may be done by Boise Cascade.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: Jim Chidsey w/ attachment
D. E. Swan w/ attachment
John Wood w/ attachment

Form 734-3122

cy Herb Shaw
D.P. 81

UNION COUNTY HIGHWAY DEPARTMENT

Route 1, Box 1676 Phone 963-8686, Ext. 270
LA GRANDE, OREGON 97850

☐ RE ☐ RCE ☐ RME ☒ ROE
☒ RFA FEB 24 1981 ☐ Note
RECEIVED
REGION 5 OFFICE

February 23, 1981

Oregon State Highway Department
Regional Office
LaGrande, Oregon 97850

ATTENTION: Mr. Roger Lang

Recently, I received a letter from Boise Cascade Corporation, Elgin Logging Division, Elgin, Oregon, concerning the future plans of the logging outlook in the Indian Creek area.

We have a bridge #61C13 on the Indian Creek Road, County Road #53, which all the timber from that area has to passover going to the Elgin mill. The last bridge inspection report which dated December 1980, show this bridge having a condition rating of 3 on the sub-structure which requires a load limit posting. This bridge is presently posted for an 8 ton load limit. It is a two span wood structure, 40 feet long with a concrete center pier showing scour and scalding and has been patched and had temporary repairs to the concrete footing several times. The caps on the center pier have rotted and is in a deteriorating condition.

Union County finds the need to get this bridge on the bridge replacement program. It not only will have the possibility of 20 million board feet of timber coming across it but it also serves several ranches and approximately 25 homes in that area.

Boise Cascade has planned to spend $200,000.00 on roads in the upper Indian Creek area to get these logs out. This within itself makes it a necessity for the road system to cooperate and aid this much needed industry. Boise Cascade has already started their road project and plans to start logging next year in this area.

It is very important for Union County to take into consideration roads and bridges on routes that have this heavy traffic volume for a product that adds greatly to the economy and well being of this area. We feel over a period of 50 years this bridge would be a wise investment; looking at a total harvest of 100 million board feet of lumber, plus the added value it would have to the ranches that use it in that area. Logging has been the main support of the County Road System in the past years. Without the percentage of timber sales, Union County Road Department would be in a bad financial position by having to go to the taxpayers for the funding. The labor force that is needed to harvest the wood products has added greatly to the economy of this area.

The Transportation Committee has recommended the replacement need for this bridge and has placed it on our Transportation Plan. Union County Court has discussed the need of this bridge also. The Road Department has budgeted for this bridge replacement in this fiscal year based on the 80-20 percent replacement program.

We urge and highly recommend that high priority be given for replacement of this bridge on the Federal Bridge Replacement Program.

Sincerely,

Alvin W. Campbell
Roadmaster

AWC:SRR

Enclosures: Boise Cascade letter
Bridge Inspection Report
Bridge Inventory Sheet

Timber and Wood Products Group

Logging, Land and Scaling Department
P.O. Box 97
Elgin, Oregon 97827
(503) 437-5451

Boise Cascade
8C-1015

February 17, 1981

Union County Road Department
Route #1 Bx 1676
LaGrande, OR 97850

Attention: Alvin Campbell

Dear Alvin:

In regards to the Indian Creek bridge at Jim McClure's ranch. At the present time the county has an 8 ton load limit on this bridge. This makes it impossible for us to haul logs or move equipment over this road.

This fall we started a project of reconstruction and rocking on Shaw Creek and Indian Creek at an estimated cost of around $200,000.00. This project will have no value without the use of the Indian Creek bridge.

Total volume to be hauled on the Indian Creek road is about 100 million board feet in the next 50 years. 20 million of this volume will be harvested in the next 10 years.

With the road work we are presently doing and the volume to be removed, this is a very important road to us.

Thank you for your help and if I can be of any help to you please get in contact with me.

Sincerely,

BOISE CASCADE CORPORATION

George Ashton
George Ashton
Elgin District Logging Supr.

OREGON STATE HIGHWAY DIVISION

BRIDGE NO. 61C13

BRIDGE INSPECTION REPORT

BRIDGE TYPE WOOD NAME INDIAN CR. ZEAMER #1 HWY. NO. C53 MILE POST .86
CROSSING (OVER, ~~UNDER~~) RIVER COUNTY UNION INSPECTORS' NEEDHAM - CLARK
DISTRICT 13 YEAR BUILT 1940 PHOTOS 2 DATE 12-80 SIGNATURES

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments — Wings	—
Backwall ROCK	4
Footing PED.	3
Piles	—
Erosion	3
Settlement	6
2. Piers or Bents — Caps	3
Column	—
CENTER Footing PIER	3
Piles	—
Scour	3
Settlement	6
3. Pile Bents	—
4. Concrete Cracking or Spalling	3
5. Steel Corrosion	—
6. Timber Decay, etc.	
7. Debris on Seats	
8. Paint	—
9. Collision Damage	6
INSPECTOR'S CONDITION RATING (60)	3
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	4
2. Embankment Erosion	7
3. Drift	7
4. Vegetation	8
5. Channel Change	5
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	7
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	6

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	—
2. Stringers	7
3. Girder or Beams	—
4. Floor Beams	
5. Trusses — General	
Portals	
Bracing	
6. Paint	
7. Machinery (Movable Spans)	
8. Rivets or Bolts	
9. Welds — Cracks	
10. Rust	
11. Timber Decay	7
12. Concrete Cracking	—
13. Collision Damage	8
14. Deflection under Load	6
15. Alignment of Members	6
16. Vibrations under Load	6
INSPECTOR'S CONDITION RATING (59)	6
CULVERTS & RETAINING WALLS (62)	
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Inadequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	NA

DECK (58)	Condition Rating
1. Wearing Surface ASPHALT	6
2. Deck — Structural Condition	7
3. Curbs FELLOE	7
4. Median	—
5. Sidewalks	
6. Parapet	—
7. Railing	6
8. Paint	4
9. Drains	—
10. Lighting Standards	
11. Utilities	
12. Joint Leakage	
13. Expension Joints or Devices	
14. Record Elevations:	
Gutterline @ c Bearings	
@ c Spans	
INSPECTOR'S CONDITION RATING (58)	6
APPROACH ALIGNMENT (65)	
1. Alignment	7
2. Approach Slab	—
3. Relief Joints	—
4. Approach — Guardrail	—
Pavement GRAVEL	8
Embankment	8
INSPECTOR'S CONDITION RATING (65)	8
RATED LOADING (66)	
1. Posted Loading	
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING (66)	

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

60-1 PEDISTALS POOR CONDT.
60-2 CAPS - BORED- SHOWS ROT CENTER BENT. 2"·8"·2"
61-5 CENTER PIER SCOUR.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS
		Maintenance	Betterment	COMPLETE

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

Form 734-3864

SP*70362 734

HIGHWAY C53

M.P. 86

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1 O

DATE SUBM

BY

8 BRIDGE NO.	CARD NO.	1 STATE	2 HIGHWAY DISTRICT	3 COUNTY	4 CITY	5 INVENTORY ROUTE	101 HIGHWAY NUMBER	NOT USED LEAVE BLANK	12 ROAD SECTION NO. (D.O.D. BRIDGE LOG)	13 BR. DESCRIP. (D.O.D BR. LOG)	14 DEFENSE MILEPOST	15 DEFENSE SECTION LENGTH (TENTH MI.)	16 LATITUDE DEG.	16 LATITUDE MIN.	17 LONGITUDE DEG.	17 LONGITUDE MIN	18 PNT VULNERABILITY	19 BY-PASS DETOUR LENGTH (MI.)	20 TOLL	21 CUSTODIAN	22 OWNER	24 FEDERAL AID
1 5 6	7	8 10	11 12	13 15	16 19	20 21 22 23 27 28	29 31	32	38 41	42	43 44	46 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	69	70
61C13	1	410	13	061	0000	1 4 1 00C53							0					1	05	3	3	3	1

8 BRIDGE NO.	CARD NO.	27 YEAR BUILT	27 YEAR MAJOR RECONSTR'N.	28 LANES ON STRUCTURE	28 LANES CROSSED	29 ADT	31 DESIGN LOAD	32 APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	33 BR. MEDIAN	34 SKEW	35 STRUCT. FLARE	36 NAVIG. CONTROL	39 NAVIGATION VERTICAL CLEAR. (FT.)	40 NAVIGATION HORIZONTAL CLEAR. (FT.)	42 TYPE SERVICE	43 STRUCTURE TYPE (MAIN SPANS)	44 STRUCTURE TYPE (APPROACH)	45 NUMBER OF MAIN SPANS	46 NUMBER OF APPROACH SPANS	48 LENGTH OF MAXIMUM SPAN (FT.)	49 STRUCTURE LENGTH (FT.)	50 SIDEWALK WIDTH (TENTH FT.) LT.	50 SIDEWALK WIDTH (TENTH FT.) RT.
1 5 6	7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43 44 45	46	47 48	49 50	51 54	55 58	59 64	65 67	68 70
61C13	2	40		02	00	000070		023								15	702		02		0020	000040		

8 BRIDGE NO.	CARD NO.	53 MIN. VERT. CLEAR. OVER ROADWAY FT.	53 MIN. VERT. CLEAR. OVER ROADWAY IN.	54 MINIMUM VERTICAL UNDERCLEAR FT.	54 MINIMUM VERTICAL UNDERCLEAR IN.	55 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT.	56 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	57 WEAR. SURFACE	58 DECK	59 SUPERSTRUCT.	60 SUBSTRUCT.	61 CHANNEL	62 CULVERTS, WALLS	63 REMAINING LIFE	64 OPERATING RATING	65 APPR. ALIGNMENT.	66 INVENTORY RATING	67 STR. CONDITION	68 DECK GEOMETRY	69 UNDERCLEARANC.	70 SAFE LOAD CAP.	71 WATERWAY AD.	72 APPR. ALINE. AD.	73 YEAR NEEDED	74 TYPE OF SERVICE ON BRIDGE	75 TYPE OF WORK	76 LENGTH OF IMPROVEMENT (FT.)	77 PROP. DES. LOAD	78 PROPOSED ROADWAY WIDTH (FT.)	79 PROPOSED NO. OF LANES	80 DESIGN ADT	81 YEAR OF EST. ADT	82 YEAR OF PROP.
1 5 6	7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67	68 69	70
61C13	3	99	99					2	6	6	3	6	N	10	122	8	115	4	4	N	3	3	3	81	00	1	331	002500	5	0028	02	000500	80	8

8 BRIDGE NO.	CARD NO.	84 COST OF IMPROVEMENTS (THOUSANDS)	850 YEAR LAST MAJOR MAINT.	860 ITEM REPAIRED	870 ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	880 INSPECTION FREQUENCY	NOT USED LEAVE BLANK	890 LAST INSPECTION MO.	890 LAST INSPECTION YR.	92 TRANSVERSE STRUCTURE LENGTH (FT.)	93 INSIDE HEIGHT (TENTH FT.)	94 CODE COST PREFIX	96 MAINTENANCE NOTES
1 5 6	7	8 12	13 14	15 16	17 22	23 24	25 29	32 33	34 35	36 38	39 41	42 46	46 46 47 48 49 50 51
61C13	4	00067	00	00		79	6	12	80				

253

86

OREGON BRIDGE INVENTORY

Cards 5, 6 & 9 on reverse side

SHEET 1 OF 2
DATE SUBMITTED 12-80
BY R. CLARK

2	3	4	5	101		12	13	14	15	16		17		18	19	20	21	22	24	25	26	
HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE	HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)		BR. DESCRIP. (D.O.D BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG.	LATITUDE MIN.	LONGITUDE DEG.	LONGITUDE MIN	PAY VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	FEDERAL AID SYSTEM	ADM JURISDICTION	FUNCTIONAL CLASSIFICATION	NOT USED LEAVE BLANK
11 12	13 15	16 19	20 21 22 23 27 28	29 31	32 37	38 41	42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	70 71	72	73 74	75 80
13	061	0000	1 4 1 00C53							0					1	05	3	3	1.1	4	06	

	28		29	31	32	33	34	35	36	38	39	40	42	43	44	45	46	48	49	30		51	52	
RECONSTR. NO.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.) LT.	SIDEWALK WIDTH (TENTH FT.) RT.	ROADWAY WIDTH (TENTH FT.)	DECK WIDTH (TENTH FT.)	LEAVE BLANK
11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43	44 45	46	47 48	49 50	51 54	55 58	59 64	65 67	68 70	71 74	75 78	79 80
	02	00	000070		023								15	702		02		0020	000040			0200	210	

	54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
ROADWAY	MINIMUM VERTICAL UNDERCLEAR.		MINIMUM LATERAL UNDERCLEAR (TENTH FT.)		WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMENT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE	NOT USED LEAVE BLANK
N.	FT.	IN.	RT.	LT.																												
11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67	68 69	70 71	72	73 80
9					2	6	6	3	6	N	10	122	8	115	4	4	N	3	3	3	81	00	1	331	00250	5	0028	02	00050	80	81	3	

	850	860	870	880		890		92	93	94	96	
(THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX	MAINTENANCE NOTES	LEAVE BLANK
12	13 14	15 16	17 22	23 24	25 31	32 33	34 35	36 38	39 41	42 44	45 79	80
67	00	00		79	6	12	80					

HIGHWAY C53

M.P. .86

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEE
DATE
BY

8 BRIDGE NO.	CARD NO.	6 FEATURES INTERSECTED	7 FACILITY CARRIED	9 LOCATION
1 5 6 7 8		8 32	33 50	51
6/C13	5	INDIAN CREEK-ZEAMER-ØNE	INDIAN-CR-ZEAMER-RD	00.86 MI E. ØRE R

8 BRIDGE NO.	CARD NO.	11 MILE POST	11A ALTERNATE MILE POST	30 YEAR OF ADT	85 PRELIM. ENG. COST (THOUSANDS)	86 DEMOLITION COST (THOUSANDS)	87 SUB-STRUCTURE COST (THOUSANDS)	88 SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	91 PAINT PROGRAM: ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	10A OPPOSITE VERTICAL CLEARANCE FT.	IN.	47 TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	47A OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FO HW NO
1 5 6	7 8	9 13	14 15 16 17 21	22 23 24	25 27	28 30	31 35	36 40	41 42	43	44 47	48	49 50	51	52 53	54 55	56 60	61 65	66
6/C13	6	000.86		80													B .	B .	

8 BRIDGE NO.	CARD NO.	DELETE BRIDGE
1 5 6 7 8		POSITIONS 8 THRU 80 NOT USED- LEAVE BLANK
	9	

FORM 81-734-3947

C53
.86

OREGON BRIDGE INVENTORY

Cards 1,2,3 & 4 on reverse side

SHEET 2 OF 2
DATE SUBMITTED 12-80
BY R. CLARK

6	7	9	10	
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.	VERTICAL CLEARANCE IN.	LEAVE BLANK
32 33 30	51 75	76 77	78 79	80
INDIAN CREEK-ZEAMER-ONE	INDIAN-CR-ZEAMER-RD	00.86 MI E. ORE RTE 82	19	99	

11	11A	30	85	86	87	88	LEAVE BLANK	91 PAINT PROGRAM				10A		47	47A	93		36				
MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)		ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FOR DESCRIPTION, SEE HWY NO.	FOR DESCRIPTION, SEE MILE POST	SAFETY FEATURES BR RAIL	TRANS.	APP. G.R.	O.R. TERM.
13 14 15 16 17 22	23 24	25 27	28 30	31 35	36 40	41 42	43	44 47	48	49 50	51	52 53	54 55	56 60	61 65	66 68	69 70	71 75	76	77	78	79	80
00 0.86	80													B .	B .					0			

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED- LEAVE BLANK

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAR 4 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

1985 Prairie Cr. (Enterprise) Br, 9914
Sec, Wallowa Lake Hwy., Enterprise.
(gr, pav, str.)

9714

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
SEP 23 '86
REFER TO
Fredrickson
FOR

Tr	Lnd	R/D	D/R	Sign	Adt	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Wallowa	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-15-86	D. B. Carter, Area Engineer	BRF-7(17)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-16-85	3-28-86	183/200 = 91.5 %	200 CWD

LOCATION

City of Enterprise, Wallowa County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PRAIRIE CREEK BRIDGE SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving & Structure

NOTED
A. E. SCHWADT

This project provided for the replacement of the existing structure and the associated approach grading.

The final cost of the original bid items was $234,847.76 or a 0.12 percent underrun of the contract bid amount of $235,153.00. The final cost of the project including all engineering and changes was $273,656.42 or a 6.8 percent underrun of the project authorization of $292,209.16.

All participating work on the project has been completed. All signing and striping is complete.

A final inspection of the completed work was made on March 12, 1986.

- DBC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B Carter		SIGNATURE: [signature]	
TITLE: Area Engineer	DATE: 9/15/86	TITLE: District Engineer B	DATE: 9/19/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9717

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 8-103	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Wallowa
MODIFICATION NUMBER: 1	8-20-86	Project Number: BRF-7(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 292,209.00	$ 286,109.00
Federal funds	$ 233,767.00	$ 228,887.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of AUG, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L. Rouse
for Manager, Program Section
(Title)

XXX For: Larry Rulien
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Benson
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon August 7, 1986

Federal-Aid Project No. BRF-7(17)

Prairie Creek (Enterprise) Bridge Section
Wallowa Lake Highway
Wallowa County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Br. #2219)(Sta. 1744+65 to Sta. 1750+50)

Subtotal of previous estimate of November 14, 1984		$ 237,453.00
	Engineering	25,956.00
	Total	$ 263,409.00

Length of Project 0.11 mi.

Retain in Reserve

State Furnished Temporary Traffic Signals	All Required		$ 20,000.00
		Subtotal	$ 20,000.00
		Engineering	2,700.00
		Total	$ 22,700.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$ 263,409.00	$ 210,727.00	$ 52,682.00
Reserve	22,700.00	18,160.00	4,540.00
Total	$ 286,109.00	$ 228,887.00	$ 57,222.00

Sub. Job 011: 100%; 010: 0%
Contract No. 9914
Prefix: 32-1909 P.E.
Prefix: 32-1055
RDF:bkb

9914

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration — FEDERAL-AID PROJECT AGREEMENT	STATE
11-261	11-16-84	Oregon
		COUNTY Wallowa
		PROJECT NO. BRF-7(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Prairie Creek (Enterprise) Bridge #02219-010-06581

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-84	0.11
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 292,209.00	$ 233,767.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Kolane

For Manager, Program Section
(Title)

By For: M.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken NOV 16 1984

Date executed by Division Administrator _____

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon November 14, 1984

Federal Aid Project No. BRF-7(17)

Prairie Creek (Enterprise) Bridge Section
Wallowa Lake Highway
Wallowa County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Br. #2219)(Sta. 1744+65 to Sta. 1750+50)

Mobilization	Lump Sum	All	Lump Sum	$	15,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		2,000.00
Temporary Signs	Sq. Ft.	188	10.00		1,880.00
Temporary Barricades	Each	3	75.00		225.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	525	10.00		5,250.00
Temporary Plastic Safety Markers	Each	10	50.00		500.00
Flaggers	Hours	80	10.00		800.00
Earthwork	Lump Sum	All	Lump Sum		3,000.00
1"-0 Aggregate Base	Ton	1,250	11.00		13,750.00
Class "C" Asphalt Concrete Mixture	Ton	450	70.00		31,500.00
Guard Rail, Type 2A	Lin. Ft.	150	20.00		3,000.00
Guard Rail, Type 3	Lin. Ft.	100	32.00		3,200.00
Guard Rail Anchors, Type 1	Each	4	325.00		1,300.00
Rail End Pieces, Type C	Each	4	85.00		340.00
Type 2 Fence	Lin. Ft.	300	8.00		2,400.00
Extra for Asphalt Approaches	Each	4	400.00		1,600.00
Loose Riprap, Class 700	Cu. Yd.	210	20.00		4,200.00
Filter Blanket	Cu. Yd.	5	20.00		100.00
Bridge Removal Work	Lump Sum	All	Lump Sum		20,000.00
Structure Excavation	Cu. Yd.	370	10.00		3,700.00
Structure Excavation Below Elevations Shown	Cu. Yd.	30	10.00		300.00
Special Wall Backfill	Cu. Yd.	190	10.00		1,900.00
Structural Concrete Class 3300 116 C.Y.	Lump Sum	All	Lump Sum		34,220.00
Reinforcement 15,000 Lbs.	Lump Sum	All	Lump Sum		7,500.00
4x60'-65' Prestressed Slabs	Each	10	5,700.00		57,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	251	60.00		15,060.00
Two Tube Metal Railings	Lin. Ft.	118	46.00		5,428.00
				$	235,153.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,500.00
Roadside Seeding, Mulching and Fertilizing	All Required		800.00
			$ 2,300.00
		Subtotal	$ 237,453.00
		Engineering	32,056.00
		Total	$ 269,509.00

Length of Project 0.11 mi.

Retain in Reserve

State Furnished Temporary Traffic Signals	All Required		$ 20,000.00
		Subtotal	$ 20,000.00
		Engineering	2,700.00
		Total	$ 22,700.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$ 269,509.00	$ 215,607.00	$ 53,902.00
Reserve	22,700.00	18,160.00	4,540.00
Total	$ 292,209.00	$ 233,767.00	$ 58,442.00

Group 1 100%
Contract No. 9914
Prefix: 32-1909 P.E.
Prefix: 32-1055

CL:bkb

9914

April 8, 1986

CON 5 - #9914

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Contract No. 9914 awarded to Townsend Contracting & Jack Taggart, A Formal JV for work on the Prairie Creek (Enterprise) Bridge on the Wallowa Lake Highway in Wallowa County was completed on October 21, 1985, and accepted by the State Highway Division on March 28, 1986.

Final payment in the amount of $1,853.60 will be released to the contractor after April 14, 1986. The total contract amount is $235,742.66 including $455.95 for work performed under force account.

No claims for labor or material hae been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Townsend Contracting &
Jack Taggart, A Formal JV
1755 Pear Street
Baker, OR 97814

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

9914

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
#9914

TO: Robert Gormsen
Manager, Commission Services DATE: March 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9914 , On Site Work Substantially Completed 8-16-85

All Work Completed 10-21-85

Project Prairie Creek (Enterprise) Bridge

Highway Wallowa Lake

County Wallowa

Type of Work Grading, Paving and Structure

Contractor Townsend Contracting & Jack Taggart

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

9914

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 6, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-Aid Project No. BRF-7(17)

Contract 9914, Work Completed 8-16-85

Project Prairie Creek (Enterprise) Bridge

Highway Wallowa Lake

County Wallowa

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 12, 1986

D. K. Hosmer
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR 24 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
DEC 9 1985

9414

Report # 41

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Prairie Creek Bridge (Enterprise)		WEEK ENDING: Oct. 26, 1985
		SECTION PREFIX: C09914
HIGHWAY: Wallowa Lake		COUNTY: Wallowa
NAME OF JOB: Prairie Cr. Bridge	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Townsend Contracting	CONTRACT NUMBER: 9914	FEDERAL AID PROJECT NUMBER: BRF-7(17)
DATE OF CONTRACT: November 2, 1984	DATE WORK STARTED: January 14, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200 CWD	CALENDAR DAYS USED 182
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 91
PROJECT AUTHORIZATION: $ 292,209.16		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 269,038.39	ENGINEERING AUTHORIZATION $ 23,170.77 -0-	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 258,433.11	ENGINEERING COST TO DATE $ 27,681.49	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 4 %	PERCENT OF AUTHORIZATION 119%	DATE PROJECT WAS COMPLETED: 8-16-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2219A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Final certs received this week. Third notice sent 10-21-85.

FINAL REPORT

SIGNED Ed Neilsen LOCATION La Grande

Ed Neilsen, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9914

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

April 12, 1985

NOTED
H. S. COULTER

NOTED
E. S.

RECEIVED
STATE HWY ENGR
APR 17 '85
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
K						

Floyd Wisely
Wallowa County Pomona Master
515 W. North
Enterprise, Oregon 97828

Dear Mr. Wisely:

Re: Prairie Creek Bridge
Contract #9914

As you probably already know, the contractor has resumed work on the Prairie Creek Bridge. The delay in the work was caused by the inability of the steel supplier to furnish reinforcing steel as anticipated by the contractor.

In your letter, you questioned the Highway Division's scheduling of the work. One of the reasons for awarding contracts during the various seasons, is the availability of Federal Funds to finance the projects. Specific amounts are available for various categories during each quarter of the year. The Highway Division awards contracts during the year in such a manner so as to avoid losing any of these federal funds to other states.

We also attempt to award contracts early enough so that the contractors have sufficient time to obtain needed materials and complete their work in one construction season if possible.

This particular project has a requirement imposed by another agency that prevents the use of equipment in the active flowing stream during two and one-half months of the year to protect migrating fish. High water would effectively prevent certain items of work also during a portion of the year.

I believe the problem that has occurred with the Prairie Creek Bridge scheduling was not the result of the time allowed by the Division, but

Prairie Creek Bridge
Contract #9914

the commencement of work by the contractor prior to obtaining the necessary reinforcing steel. This reslulted in a problem for not only the traveling public and the Division, but I am sure has adversely affected the contractor as well.

As for your comments regarding the Division's survey personnel, I really can't explain your observations. We did have survey personnel at the site obtaining information prior to the design and again later to stake the project for the contracotr's work. I have heard of no other adverse comments regarding this crew, but the supervisor has been made aware of your observations and we have taken your comments very seriously.

Hopefully, the project construction will progress without further delays. I realize the people using this section of road are being inconvenienced by the work and we will attempt to keep that inconvenience to a minimum.

Sincerely,

Warren Richards
Region 5 Construction Engineer

WR/jef

bc: E. S. Hunter
Joe Schlieski

7714

U.S. Department of Transportation
Federal Highway Administration

STATE COPY INSPECTION REPORT

(Check appropriate box)

4-2-85

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Wallowa	Oregon

IN COMPANY WITH

Unaccompanied. Discussed with T. West, Project Inspector, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-2-85	David B. Carter, Area Engineer	BRF-7(17)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	26 %	11 %

PRAIRIE CREEK BRIDGE (ENTERPRISE) SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving, and Structures

This project provides for the replacement of the existing structure and the associated approach grading.

The signalized detour is in operation. The construction signing is in place. The contractor has removed the portion of existing structure necessary to accommodate the Stage 1 construction.

Some preliminary excavation has already been done and it appears that the foundation material will be as planned. No concrete has been poured on the project.

The contract for this project was awarded to Townsend Contracting and Jack Taggart, AJV, in the amount of $235,153. The contract was awarded on November 2, 1984 with work beginning on the project on January 14, 1985. The contract time is 200 calendar work days.

NOTED
W. E. SCHWARTZ
cy 5/2

RECEIVED
STATE HWY ENGR
APR 30 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Apt | File

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-446-468

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-7(17)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40144

2A. COUNTY NAME: Wallowa

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/9/84

8. FEDERAL ROUTE NUMBER: Primary 7

9. STATE ROUTE NUMBER: Primary 10

10. GENERAL LOCATION:

Prairie Creek (Enterprise) Bridge #02219-010-06581

11. GENERAL DESCRIPTION OF WORK

Furnish and install temporary traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/9/84 as requested in Mr. Fredrickson's letter of 2/14/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $20,000; Federal Funds $16,000.

RECEIVED
STATE HWY ENGR
MAR 5 '85
REFER TO
Potter
FOR
Info | Insp | Proj | Dsn | Spec | Est | File

Orig. to 3/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/4/85	R. K. Hanna	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 19, 1984

Townsend Contracting and
Jack Taggart, A Formal JV
1755 Pear Street
Baker, OR 97814

CON 5

#9914

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9914 for work on the Prairie Creek (Enterprise) Bridge Section of the Wallowa Lake Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
R. D. Hector
Joseph Schlieski

October 29, 1984

To: Arrow Brothers Corp.
AGC Center, No. 310
Wilsonville, Oregon 97070

Re: Prairie Creek (Enterprise) Bridge Sec.
Wallowa Lake Highway
Wallowa County

We are pleased to advise you that Louis Townsend Contracting and Jack Taggart Joint Venture is low bidder on subject project, and by this letter accent your quote on the following items of work:

Item No.	11	Guardrail, Type 2A	150	LF	@ $20.00 ..	$3000.00
"	12	Guardrail, Type 3	100	LF	@ $10.00 ..	3200.00
"	13	Guardrail Anchor, TypeII	4	EA	@ $325.00 ..	1300.00
"	14	Rail End Pcs., Type C	4	EA	@ $85.00 ..	340.00
"	27	Two Tube Metal Railing	118	LF	@ $46.00 ..	5428.00

Total	$ 13,268.00
% of Contract	5.64

After award of contract by the State, a sub-contract agreement will be submitted to you covering the above work.

Sincerely,

Louis Townsend contracting &
Jack Taggart a Joint Venture

Louis Townsend

RECEIVED
OCT 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Jones

October 29, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Prairie Creek (Enterprise) Bridge Sec.
Wallowa Lake Highway
Wallowa County

This is to advise that Arrow Brothers Corp. will be performing work on the following items:

Item No. 11	- Guardrail, Type 2A	150	LF	@	$20.00 . .	$3,000.00
" 12	- Guardrail, Type 3	100	LF	@	32.00 . .	3,200.00
" 13	- Guardrail Anchor, Type 1	4	EA	@	325.00 . .	1,300.00
" 14	- Rail End Pcs., Type C	4	EA	@	85.00 . .	340.00
" 27	- Two Tube Metal Railing	118	LF	@	46.00 . .	5,428.00
	Total					$13,268.00
	Percent (%) of Cont.					5.64

Sincerely,

Louis Townsend Contracting &
Jack Taggart a Joint Venture

att:

RECEIVED
OCT 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-7(17)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-10-84

4. PROGRAM NO.:

5. ITEM NO.: 40144

2A. COUNTY NAME: Wallowa

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO Potter
FOR

Info	Issue	R/D	D/K	Sign	Ret	File

6. TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-3-84	Primary 7	Primary 10

10. GENERAL LOCATION:

PRAIRIE CREEK (ENTERPRISE) BRIDGE #02219-010-06581

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- * [X] OTHER *(Specify)*

* Anticipated items as shown in your "PS&E" Estimate dated September 14, 1984.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's October 1, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $287,768; Federal Funds $230,214.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-10-84	R. K. Hoosier	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 10, 1984

In Reply Refer to File No.:
DES 23
2219A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Jerald E. Backstrand
Assistant Bridge Engineer

SUBJECT: Prairie Creek Bridge
Prairie Creek Bridge Section
Wallowa Lake Highway
Wallowa County
Bridge 2219A

Attached are two reduced prints of Drawings 39496 and 39282 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the Foundation and Hydraulic Reports.

The alignment and roadway width are in accordance with the standards governing the project. The waterway opening satisfies hydraulic requirements and the roadway width conforms to FHWA criteria for the ADT at this location. The 40-foot roadway also facilitates the stage construction that will be utilized to maintain traffic through the project.

The estimated cost of this structure including an allowance for engineering and contingencies is $187,000.

We request your approval of our preliminary plan.

Enclosures

cc: E. S. Hunter
Gary Potter
D. R. Adams /w/ 1 set
R. D. Hector /w/ 1 set
Cam Gilmour /w/ 1 set
John Grassman /w/ 1 set

RECEIVED
STATE HWY ENGR
JUL 10 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Form 734-3122

9714

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: F I L E S

DATE: April 23, 1984

FROM: Natsuko Kibe
Hydraulic Specialist

SUBJECT: Prairie Creek Bridge #2219
Wallowa Lake Highway M.P. 65.81
Wallowa County

--Versteeg
Anderson
Adams
Emerald
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 2 6 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

This project replaces the existing composite three-span structure, approximately 66 feet long.

HYDROLOGY

Prairie Creek is a tributary of the Wallowa River and has a natural drainage area of approximately 81 square miles at the project site. Since no stream gage records are available for this stream, the recurrence interval vs. peak discharge relationship was determined from the design discharge chart for the Grande Ronde River Basin found in the OSHD Hydraulics Manual, and it is as follows:

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	2,030 cfs
50-year	1,780 cfs
25-year	1,500 cfs
10-year	1,180 cfs
5-year	940 cfs

Magnitude and Frequency of Floods in the United States, Part 13 (1963) shows a peak discharge of 1,460 cfs during the February 1957 flood at Enterprise. This is the only stream flow measurement available for Prairie Creek. This peak discharge is approximately a 25-year flood.

Hubert Murrill, Maintenance Supervisor in Enterprise, stated that the creek has not been out of its banks in the past 27 years he has been in Enterprise and he has see no ice or debris problem.

HYDRAULIC DESIGN

The 50-year peak discharge of 1,780 cfs was chosen as the design flood. The design highwater at the site is approximately 3,771.0 feet.

81-125-1387

The existing structure provides approximately 205 square feet of waterway area along the upstream face of the structure below the design highwater elevation. This structure causes approximately 1.4 feet of backwater during the design flood and 1.8 feet during a 100-year flood. During the February 1957 flood, the backwater was computed to be approximately 1.0 feet.

Since there has been no apparent hydraulic problems with the existing structure, it is recommended that the replacement structure provide at least the same waterway area as the existing structure.

The existing roadway fill encroaches the easterly bank of the creek on the upstream side of the existing structure. Although this fill has high erosion potential, it is not evident that any has occurred. It is recommended that no more fill be placed in the creek.

RIPRAP

Any disturbed or fresh embankment slopes below elevation 3,773 feet should be protected with 36 inches of class 700 loose riprap placed on a 9-inch thick filter blanket.

NK:ge
Attachment

cc w/att Frank Terpin
Walt Hart
Jack Davis
Don Adams
Bob Hector
Herb Schell, FHWA

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	Maximum Expected Flood	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	1780	2030	2730	
Frequency — yrs.	50	100	500	
H.W. Elevation ft. / Natural Channel m.	3771.0±	3771.2±	3771.3±	
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	9.7±	10.5±	13.8±	
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Prairie Creek Bridge #2219

Wallowa Lake Highway M.P. 65.81

Wallowa County

COMPILED BY: Natsuko Kibe

DATE: April 23, 1984

Con 19-1

9-1 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-7(14)		
2. STATE PROJECT NO. See Below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Wallowa
	5. ITEM NO. 40144	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/17/84	Primary 7	Primary 10

10. GENERAL LOCATION:

Prairie Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $31,900 FF $25,520
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/2/84.

RECEIVED
STATE HWY ENGR
FEB 24 '84
REFER TO
Potter
FC.
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

Orig to 2/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/17/84	D K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9714

~~Lake Co.~~ 10 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wallowa Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Prairie Creek Bridge #2219

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO: 1

PREFIX: 032-1408

DATE: 1-25-84

ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION	ITEM		ESTIMATED COST	CURRENT AUTHORIZATION
901	PROJECT MANAGER	$	$ 10,000	915	AUDITS	$	$	933	SURFACE DESIGN	$	$
902	CITIZEN'S INVOLVEMENT			916	PHOTO-GRAMMETRY			934	GEOLOGY		
903	LOCAL GOVERNMENT			918	LOCATION			935	SOILS		
904	CONSULTANT			919	ENGINEERING GRAPHICS			936	REGION TRAFFIC		200
905	FINAL DESIGN			920	PROGRAM MANAGEMENT			937	HYDRAULICS		
906	BRIDGE DESIGN			921	SPECIFICA-TIONS			938	REGION ENVIRONMENT		100
907	PRELIMINARY DESIGN			922	ADMIN. SERVICES			949	URBAN STUDIES		
909	RIGHT-OF-WAY DESCRIPTION			923	ENVIRONMENTAL SECTION			950	TRAINING		
910	REGION GEOLOGIST			924	D.O.T.			955	R/W RELOC. ASSISTANCE		
911	TRAFFIC SECTION			925	AIR MONITORING			960	PERSONAL LEAVE		
912	LANDSCAPE			926	FOUNDATION		6,000	980	PUBLIC HEARING		
913	RIGHT-OF-WAY LIAISON			927	FREE BRIDGE DESIGN						
914	REGION UTIL-ITY LIAISON		800	932	RAILROAD & UTILITIES						

	TOTALS	$ $ 17,100
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This prefix will provide funds for the investigation of the replacement of the composite structure until HBR funds are programed.

1 Veatch
(Cy Kate Bud)
(Cy Macnab)
2 Edwards E
Terpin
3 Trout
(Cy Weberlig)

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To .....
Bring Up ...../...../.....
Action .....

PREPARED BY	DATE	APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS	DATE
Ronald T. Noble	1-25-84	X	
RECOMMENDED REGION ENGINEER	DATE	APPROVED ASST HIGHWAY ENGINEER FOR TECH SERVICES	DATE
X		X	
RECOMMENDED LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X			

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST PCB033,

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01261

SECTION: Prairie Creek Bridge (#2219)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
10	Wallowa Lake	FROM 65.81 TO	

☒ URBAN ☐ RURAL | CITY: Enterprise | COUNTY: Wallowa | ROAD/STREET NAME:

ROUTE # ORE 82 | FEDERAL AID # FAP 7 | APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING	$ ~~20~~ 35	
RIGHT OF WAY	$	
ROADWAY	$ -	
STRUCTURES	$ ~~200~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ ~~5~~	
	$	
40% ENGINEERING & CONTINGENCIES	$ ~~80~~	
TOTAL CONSTRUCTION	$ ~~305~~	
TOTAL ESTIMATE	$ ~~305~~	

PROJECT DATA

GRADING (✓)		
PAVING (✓)		
STRUCTURES (✓)	X	
SIGNING (✓)		
SIGNALS (✓)		
ILLUMINATION (✓)		
ENVIRONMENTAL CLASS (1,2,3)	2	
DESIGN CATEGORY (1-7)	7	
WORK TYPE (1-12)	5	

RIGHT OF WAY

FILES (#)		
ACRES (#)		
RELOCATIONS (#)		

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S	
CONSTRUCTION ENGINEERING (S,C,A)	S	
RIGHT OF WAY DESCRIPTIONS (S,C,A)		
RIGHT OF WAY ACQUISITIONS (S,C,A)		

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3 / 84	HBR	1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	2900	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This composit span structure has become dificient requiring ongoing maintenance to keep it operational. Sufficiency rating is 40.2.

66' x 40'

NOTED
D. E. SHAFFER

PROPOSED SOLUTION

Construct reinforced concrete slab span bridge.

REQUESTED REGION ENGINEER — DATE 12/27/83

X

APPROVED ASST HWY ENG FOR OPERATIONS — DATE

X

APPROVED ASST HWY ENG FOR DEVELOPMENT — DATE — TRANSP. SYSTEM APPROVAL DATE — PROGRAM YEAR — PROJ. NO.

X

This composit span structure was constructed in 1936 and has a current sufficiency rating of 40.2. Temporary repairs have been used to keep this narrow, obsolete bridge in service.

This project is consistent with the goals of the Division to replace deficient bridges in order to maintain the system.

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 12[illegible]

SECTION: Prairie Creek Bridge #2219

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES

General Telephone
P.P. & L.

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	2	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			11	x	11			2				
				4			12		12			4				
PROPOSED 200' taper																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Taper Base Rock	18"		Overlay AC	2"	
Taper AC	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	66'	32'	$285,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROGRAM SECTION
MANAGER ——— PROJECT UNIT ———
REFER TO ———
FOR ———

734-1912 (7-82)

R43E R44E R45E

T 1 N

T 1 S

T 2 S

BASE LINE

LOSTINE

ENTERPRISE

JOSEPH

PROJECT

N

1914

10

PROJEC PROSPECTUS

PART 4 — SURVEY AUTHORITY

Wallowa Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Prairie Creek Bridge #2219

REGION
5

WALLOWA LAKE HWY #10
SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 032-1909

DATE 12/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		6,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		800	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 31,900
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-7(14)

LOCATION ENGINEER'S REMARKS

Versteeg ✓
Anderson
[redacted]
Mannah
Edwards E
Turpin
Trout
Wheatley

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
		X Wendell E. Edwards	3/27/84
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X E J Turpin	2-24-84
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		2-17-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

PCB0321

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01261

SECTION: Prairie Creek Bridge (#2219)

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
10	Wallowa Lake	FROM 65.81 TO	

☒ URBAN ☐ RURAL | CITY: Enterprise | COUNTY: Wallowa | ROAD/STREET NAME:

ROUTE #: ORE 82 | FEDERAL AID #: FAP 7 | APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ ~~20~~ 35 (1-11-82)	GRADING (✓)	✓		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	✓		ACRES (#)	
ROADWAY	$ 35		STRUCTURES (✓)	X		RELOCATIONS (#)	
STRUCTURES	$ ~~150~~ ~~200~~ 95		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 10 ~~8~~					RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Remove Exist. Br.	$ 9		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 61 ~~80~~		DESIGN CATEGORY (1-7)	7		CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ ~~285~~ 210		WORK TYPE (1-12)	5		☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$ ~~305~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	~~3 / 84~~ 1 / 85	HBR	1985

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	2900	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This composit span structure has become dificient requiring ongoing maintenance to keep it operational. Sufficiency rating is 40.2.

66' x 40'

NOTED
D. E. SHAFFER

PROPOSED SOLUTION

Construct reinforced concrete slab span bridge.

REQUESTED: REGION ENGINEER — X _____ DATE 12/27/82

APPROVED: ASST. HWY. ENG. FOR OPERATIONS — X _____ DATE

APPROVED: ASST. HWY. ENG. FOR ADMINISTRATION — X _____ DATE | TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

This composit span structure was constructed in 1936 and has a current sufficiency rating of 40.2. Temporary repairs have been used to keep this narrow, obsolete bridge in service.

This project is consistent with the goals of the Division to replace deficient bridges in order to maintain the system.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 12161

SECTION: Prairie Creek Bridge #2219

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES

General Telephone
P.P. & L.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	2	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	55	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					2			11	x	11			2				
					4			12		12			4				
PROPOSED 200' taper																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Taper Base Rock	18"		Overlay AC	2"	
Taper AC	4"				

STRUCTURE DATA

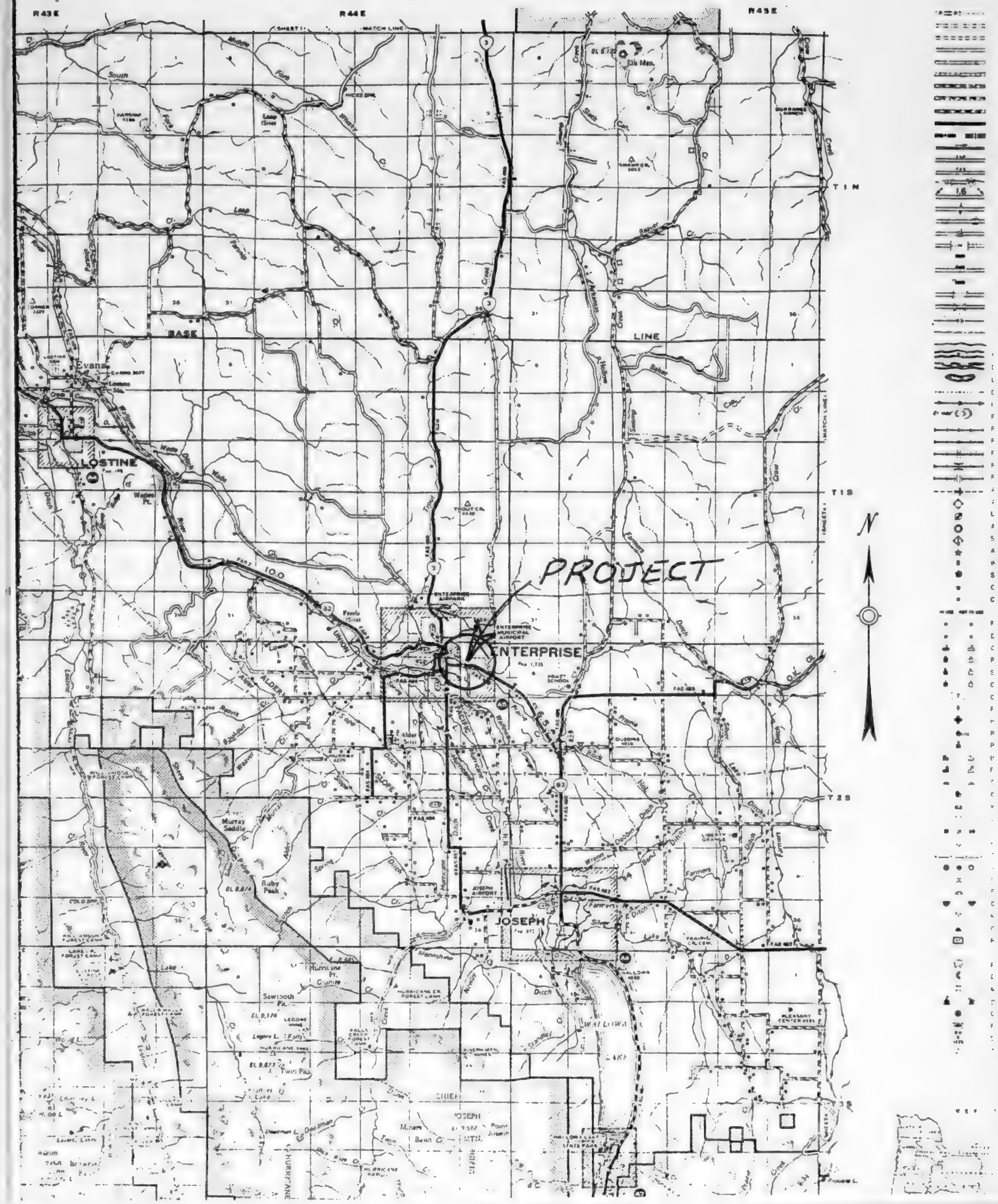
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	66'	32'	95.000 ~~$285,000.~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


R43E
R44E
R45E
T1N
T1S
T2S
BASE LINE
PROJECT
LOSTINE
ENTERPRISE
JOSEPH
Evans
Creek
Elk Mtn.
Ruby Peak
Murray Saddle
Hurricane Pt.
Sawtooth Pt.
Twin Pks.
Wallowa Lake
Lake
Wallowa
Grande Ronde
Hurricane
Alder
Baker
Crow
Trout
Swamp
Ditch
Creek
River
Slope
Prairie
Farmers
Pleasant Center
Liberty Grange
Joseph Airport
Enterprise Municipal Airport
Public School
Forest Camp
Lookout
Pass
Spring
Lake
Rock
Hill
Dam
Canal
Fence
Trail
Power Line
Telephone Line
Section Lines
Township Lines
Roads
Railroads
Streams
Lakes
Contours
Buildings
Cemetery
Airport
Schools
Churches
Bridges
Culverts
Fords
Gates
Mines
Springs
Wells
Dams
Canals
Ditches
Fences
Trails
Power Lines
Telephone Lines

OCN 19-1
Prairie
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 2, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Prairie Creek Bridge (#2219)
Wallowa Lake Highway
Wallowa County
BRF-7(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

ENVIRONMENTAL SECTION
December 20, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
Bob Hector
John Preston
Clayton Ansell
Vernal Moore

for Division Administrator 12/16/83 Date

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Prairie Creek Bridge #2219

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The proposed project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Wallowa County Comprehensive Plan. Adjacent property is currently in pasture.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None. The completion of the project would not affect or alter traffic volumes or flow patterns. Safety would be improved as only temporary repairs have kept this narrow, obsolete bridge in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact, as no in-stream construction is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

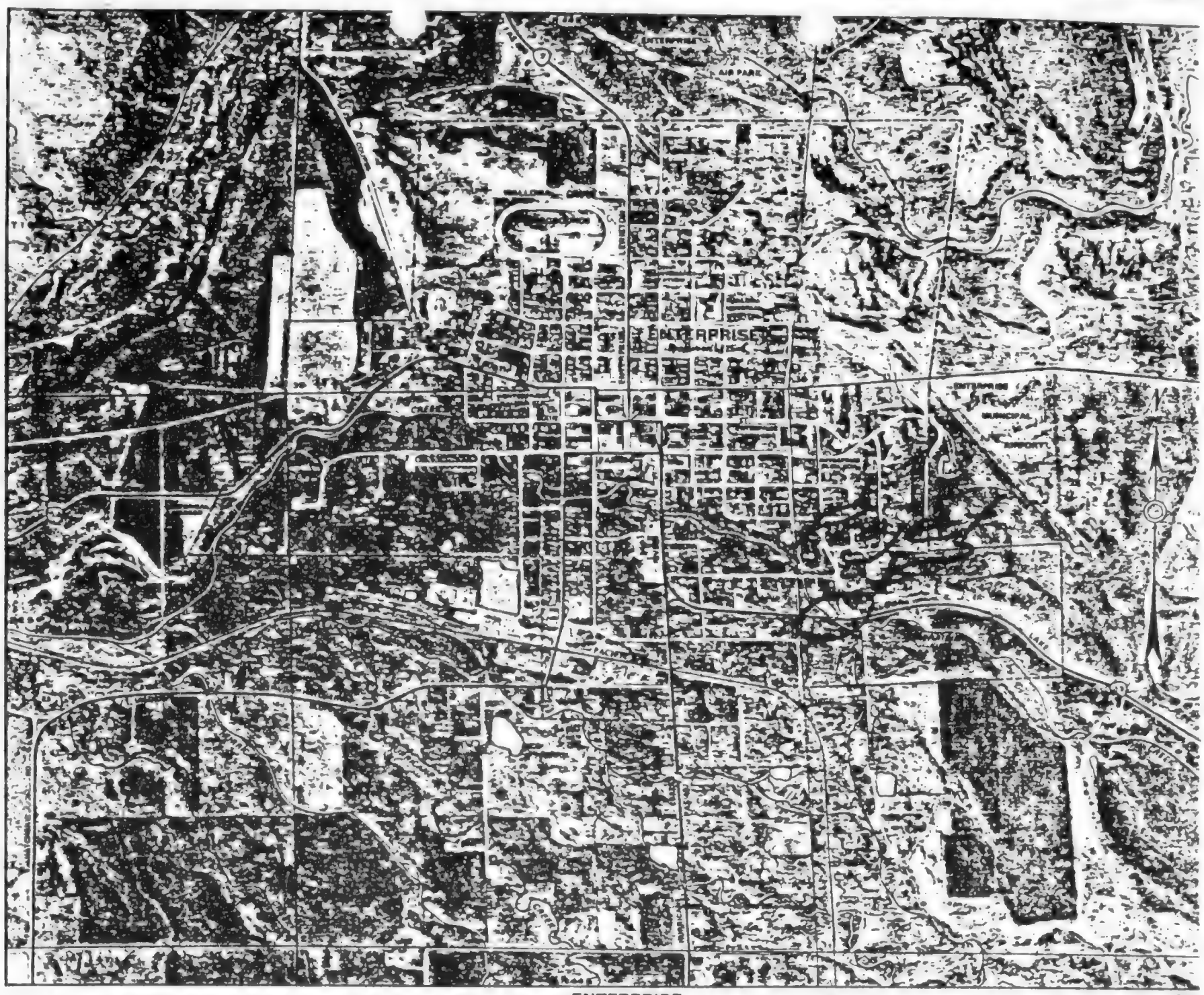
- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	December 16, 1983

734-1913 (7-82)



ENTERPRISE

(A5

1985 Bledsoe Cr. & E. Fork Dairy 9915
Cr. Br's. Sec, Harrington Rd. N. of
Hillsboro. (gr, pav, str.)

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

1985 Bledsoe Cr. & E. Fork Dairy 9915
Cr. Br's. Sec, Harrington Rd. N. of
Hillsboro. (gr, pav, str.)

C+A 8004 12-29-83
8003 12-29-83

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END OF RETAKE

9915

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 19, 1988

COUNTY: Washington AGREEMENT NO: 8004 & 8003 PROJECT NO: BROS-3400(11 & 12)

CONTRACT NO: 9915 SECTION: Dairy Cr. & Bledsoe Cr. Bridges

PRELIMINARY ENGINEERING PREFIX C234-1919:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 9,148.43	$
Final Design	6,312.87	
R/W Liaison	20.64	
Location Section	175.57	
Program Section	304.10	
Administrative Services	80.09	
Environmental Section	97.65	
Structural Foundations	4,484.71	
Free Bridge Design	7,763.44	
Free Specifications	1,652.44	
R/W Utilities Engineer	15.78	
Surface Design Eng.	180.89	
Hydraulics	4,023.38	
Total P.E. Cost	$ 34,259.99	$ -0-
Less Free Br. Design & Specs.	(9,415.88)	-0-
P.E. Cost to County	$ 24,844.11	$ -0-

CONSTRUCTION PREFIX C234-1015 & C9915:

Payment to Contractor	$ 270,855.32	$
SFO #1 Striping	320.57	
Field Engineering	18,528.45	291.62
Interest on Final Payment		2,004.79
Construction Section	1,215.30	
Accounting Section	128.43	
Technical Services	975.46	
Field Testing	223.12	
Program Section	52.51	
Materials Testing	6,680.71	
Total Construction Cost	$ 298,979.87	$ 2,296.41

SUMMARY

Participating P.E. Cost	$ 24,844.11
Participating Const. Cost	298,979.87
Total Participating Cost	$ 323,823.98

FEDERAL FUNDS

P.E. (80%)	$ 19,875.29	
Const. (80%)	239,183.90	(259,059.19)
Subtotal		$ 64,764.79
Plus Nonparticipating County Cost		2,296.41
Less State Share of Nonparticipating Field Eng. Cost		(145.79)
Less County's Advance Deposits:		
P.E. AD #83-124	$ 4,800.00	
Const. AD #84-127	55,700.00	(60,500.00)
BALANCE DUE FROM COUNTY		$ 6,415.41

MKS:bkw

9915

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 19, 1988

COUNTY: Washington AGREEMENT NO: 8004 & 8003 PROJECT NO: BROS-3400(11 & 12)

CONTRACT NO: 9915 SECTION: Dairy Cr. & Bledsoe Cr. Bridges

PRELIMINARY ENGINEERING PREFIX C234-1919:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 9,148.43	$
Final Design	6,312.87	
R/W Liaison	20.64	
Location Section	175.57	
Program Section	304.10	
Administrative Services	80.09	
Environmental Section	97.65	
Structural Foundations	4,484.71	
Free Bridge Design	7,763.44	
Free Specifications	1,652.44	
R/W Utilities Engineer	15.78	
Surface Design Eng.	180.89	
Hydraulics	4,023.38	
Total P.E. Cost	$ 34,259.99	$ -0-
Less Free Br. Design & Specs.	(9,415.88)	-0-
P.E. Cost to County	$ 24,844.11	$ -0-

CONSTRUCTION PREFIX C234-1015 & C9915:

Payment to Contractor	$ 270,855.32	$
SFO #1 Striping	320.57	
Field Engineering	18,528.45	
Interest on Final Payment		291.62
Construction Section		2,004.79
Accounting Section	1,215.30	
Technical Services	128.43	
Field Testing	975.46	
Program Section	223.12	
Materials Testing	52.51	
Total Construction Cost	6,680.71	
	$ 298,979.87	$ 2,296.41

SUMMARY

Participating P.E. Cost	$ 24,844.11
Participating Const. Cost	298,979.87
Total Participating Cost	$ 323,823.98

FEDERAL FUNDS

P.E. (80%)	$ 19,875.29	
Const. (80%)	239,183.90	(259,059.19)
Subtotal		$ 64,764.79
Plus Nonparticipating County Cost		2,296.41
Less State Share of Nonparticipating Field Eng. Cost		(145.81)
Less County's Advance Deposits:		
P.E. AD #83-124	$ 4,800.00	
Const. AD #84-127	55,700.00	(60,500.00)
BALANCE DUE FROM COUNTY		$ 6,415.39

MKS:bkw

Oregon Department of Transportation
HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

DATE OF REQUEST

REFERENCE DATE, VOUCHER NO., DESCRIPTION & ETC.	AGY.	TRAN. CODE	CURRENT DOCUMENT NO.	DOCUMENT DATE	EXPENDITURE ACCOUNT	SUB JOB	ORG. UNIT	ACTIVITY	OBJECT DETAIL	QUANTITY	AMOUNT	REV.	REFERENCE CODE
	012			12 15 88	C 23 41 9 19	91 2	063 2	927	598		47.70		
	↓			↓	↓	000		903	↓		47.70	R	
	012			12 15 88	C 23 41 9 19	91 2	063 2	929	598		1297.78		
	↓			↓	↓	000	↓	921	↓		1297.78	R	
	012			12 15 88	C 23 41 9 19	91 2	063 2	927	598		7715.74		
	↓			↓	↓	000	↓	927	↓		7715.74	R	
	012			12 15 88	C 23 41 9 19	91 2	063 2	929	598		354.616		
	↓			↓	↓	000	↓	929	↓		354.616	R	
												R	
												R	
												R	

TOTAL

TOTAL 18,831.76

REASON FOR REQUEST ORS 366.155K States the State Shall Provides A BRIDGE DESIGN, PLANS and Specifications at No Cost to the County

(PREPARED BY) Michael K Stuart

(APPROVED BY)

734-1087 (3-88)

9915'

2341015 9915

8-12-88

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE	FEDERAL AID PROJECT NO.
OREGON	BROS 3400(12)
PROGRAM APPROVED	VOUCHER PERIOD From: 10/3/84 To: 12/30/87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	301,276.28	298,979.87	80.00	239,183.90	239,183.90	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By Assistant Controller *Authorized Officer* 8-12-88 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	BLEDSOE CREEK & E. FORK DAIRY CREEK BRIDGES SECTION COUNTY ROAD WASHINGTON COUNTY					
	Structures: Bledsoe Cr. (Br #13271A) E. Fork Dairy Cr. (Br #13272A)					
	Type Code X080					
	Final Contract Payment Summary	Lump Sum			270,855.32	
SFO #	Permanent Pavement Striping -	All Required			320.57	
	Construction Engineering-State Forces	All Required			27,803.98	
	TOTAL PARTICIPATING CONSTRUCTION COSTS				298,979.87	
	Non-Participating Costs					
	Construction Engineering-State Forces	All Required			291.62	
	Interest on Final Contract Payment	All Required			2,004.79	
	TOTAL NON-PARTICIPATING CONSTRUCTION COSTS				2,296.41	
	TOTAL PROJECT COSTS				301,276.28	
	Prepared based on Participating Cost as shown on the Federal Billing as of 8-11-88					
	AMOUNT CARRIED FORWARD					

	233	1030	920	00 P 1				18.20	84	84
	233	1030	940	00 P 1				35.31	82	83
	233	1030	941	00 P 1				162.28	82	82
	233	1030	942	00 P 1				141.47	81	83
	233	1030	944	00 P 1				654.37	82	83
	233	1030	945	00 P 1				654.55	82	82
	233	1030	946	00 P 1				823.72	82	83
	233	1030	948	00 P 1				237,080.72		
			TOT	P1				3,880.37		
			TOT	N1				240,961.09 **		
			** JOB TOTALS **		**	**	**			
BLEO & E FK DAIRY CR BRS	CONT NO 9915		FA PROJ NOS BROS3400012 100						STATE	
	234	1015	201	00 P 1	110,297.04	268,604.72	268,604.72 ✓		85	85
	234	1015	204	00 P 1	5,514.86CR	13,430.24CR	13,430.24CR		85	85
	234	1015	270	01 P 1	320.57	320.57	320.57 ✓		85	85
	234	1015	296	00 N 9	90,068.11CR	238,697.44CR	238,697.44CR		85	85
	234	1015	297	00 N 9	2,812.57	17,631.83	17,631.83		85	85
	234	1015	298	00 N 9	87,255.54	221,065.61	221,065.61		85	85
	234	1015	900	00 P 1	1,707.79	16,805.50	16,805.50 ✓		84	85
	234	1015	920	00 P 1	.16CR	33.98	33.98 ✓		84	85

COUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 281

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	234	1015	940	00 P 1	91.00	2,453.50	2,453.50	85	85
	234	1015	941	00 P 1	12.60	2,545.33	2,545.33	85	85
	234	1015	942	00 P 1	.24	96.73	96.73	85	85
	234	1015	944	00 P 1	64.65	611.07	611.07 ✓	84	85
	234	1015	948	00 P 1	.02	64.34	64.34 ✓	85	85
			TOT	P1	106,978.89	278,105.50	278,105.50		
			** JOB TOTALS **		106,978.89 **	278,105.50 **	278,105.50 **		
SALES CR/RITCHEY RD BR	CONT NO 9916		FA PROJ NOS BROS3400013 100					STATE	
	234	1016	201	00 P 1	40,501.14	94,970.98	94,970.98	85	85
	234	1016	296	00 N 9	35,525.28CR	100,453.07CR	100,453.07CR	85	85
	234	1016	297	00 N 9	1,913.14	12,421.79	12,421.79	85	85
	234	1016	298	00 N 9	33,612.14	82,981.28	82,981.28	85	85
	234	1016	900	00 P 1	3,093.32	9,721.55	9,721.55	84	85
	234	1016	920	00 P 1	.12CR	25.70	25.70	84	85
	234	1016	940	00 P 1	56.00	493.70	493.70	85	85
	234	1016	941	00 P 1	64.60	2,271.72	2,271.72	85	85
	234	1016	941	00 N 1		32.56	32.56	85	85
	234	1016	944	00 P 1	4.83CR	1,125.21	1,125.21	84	85
	234	1016	948	00 P 1	.07	116.88	116.88	84	85
			TOT	P1	43,710.18	108,725.74	108,725.74		
			TOT	N1		32.56	32.56		
			** JOB TOTALS **		43,710.18 **	108,758.30 **	108,758.30 **		

9915 jc cc: OSHD (D. R. Adams)

9915 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
March 17, 1988	C. O. Fredrickson, Construction Engineer		BROS-3400(12)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
May 24, 1985	December 30, 1987	95 %	120 CD

LOCATION Bledsoe Creek and East Fork Diary Creek Bridges Section of Harrington Road about 6 miles north of Hillsboro.

~~The FHWA 47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)~~

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed

   A. Construction of roadbed grading, aggregate base, and asphalt concrete paving.

   B. Construction of Bridge No. 13271A across Bledsoe Creek.
   Length: 60 feet. Width: 28 feet.

   C. Construction of Bridge No. 13272A across E. Fork Dairy Creek.
   Length: 68 feet. Width: 28 feet.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: A. K. Lundmark and Son Inc.

3. Contract Amount: $270,855.32

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

W. E. SCHWARTZ
by 3/31

RECEIVED
~~STATE HWY~~ ENGR
MAR 29 '88
REFER TO Fredrickson

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappen		SIGNATURE [illegible]	
TITLE Area Engineer	DATE 3/28/88	TITLE District Engr	DATE 3/29/88

Info	Inv	R/D	D/R	Sig	Act	File

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9915

March 16, 1988

CON 5 - 9915

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On January 7, 1988, we wrote to you concerning release of final payment on Contract No. 9915 awarded to A. K. Lundmark & Son, Inc. for work on the Bledsoe Creek & E. Fork Dairy Creek Bridges, Harrison Road, in Washington County.

Final payment on this contract is $1,636.25 and the total contract amount is $268,355.32 including $1,536.13 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: A. K. Lundmark & Son, Inc.
30908 S. Wall St.
Colton, OR 97017

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9915

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9915

TO: Commission Services

DATE: December 30, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9915 , On Site Work Substantially Completed May 24, 1985
All Work Completed	November 10, 1986
Project	Bledsoe Creek & East Fork Dairy Creek Bridges
Highway	County Road (Harrington Road)
County	Washington
Type of Work	Grade, Pave and Structures
Contractor	A. K. Lundmark & Son, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
JAN - 4 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Surety letter written 1-7-88.

81-125-1307

9915

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 7-437	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-30-84	State: Oregon
PROJECT REPORT NUMBER			County: Washington
MODIFICATION NUMBER 2			Project Number: BROS-3400(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 29, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 306,068.00	$ 303,928.00
Federal funds	$ 244,854.00	$ 243,142.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XX By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 24, 1986

Federal-Aid Project No. BROS-3400(12)

Bledsoe Creek & E. Fork Dairy Creek Bridge Section
County Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structures Bledsoe #13271A & E. Fork Dairy Cr. #13272A

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Loose Riprap Cl. 100	$ 25.00	78	$1,950.00	64.40	$1,610.00
Seeding, Fertilizing & Mulching	1,800.00	1	1,800.00	0.00	0.00
			$ 3,750.00		$1,610.00

Decrease $ 2,140.00
Subtotal from previous Estimate of September 10, 1985 306,068.00
Total $303,928.00

Length of Project ---------- 0.27 miles

SUMMARY OF FUNDS

Description	Appn Code	Group	Total Cost	Federal Funds	County Funds
Structures	117	80%	$303,928.00	$243,142.00	$60,786.00
TOTAL			$303,928.00	$243,142.00	$60,786.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09915
Prefix: C234-1919
Prefix: C09915

DDB:me

9915

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-68	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER	9-11-85	County Washington
MODIFICATION NUMBER 1		Project Number BROS-3400(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 278,356.00	$ 306,068.00
Federal funds	$ 222,684.00	$ 244,854.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of SEP , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By L. W. Rullen

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
SEP 16 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 10, 1985

FEDERAL AID PROJECT NO. BROS-3400(12)

Bledsoe Creek & E. Fork Dairy Creek Bridge Sec.
County Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure: Bledsoe Creek (Bridge #13271A) E. Fork Dair Creek (Br. #13272A)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete	Ton $32.00	784	$25,088.00	1,350	$43,200.00
Furnish Steel Pile Shells (PA #2)	Lin. Ft. $12.00			800	9,600.00
			$25,088.00		$52,800.00

	Increase	$ 27,712.00
Subtotal from Estimate of November 26, 1984		245,248.00
	Subtotal	$272,960.00
	Engineering	33,108.00
	Total	$306,068.00

Length of Project ---------- 0.27 miles

Federal Funds (80%)	$244,854.00
County Funds	61,214.00
TOTAL	$306,068.00

Group 1: 100%
Contract No. 9915
Prefix: 234-1919 (P.E.)
C09915 (Const.)
Appn Code: 117

RLC:me

TO BE COMPLETED BY FHWA

12 - 11

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE: Oregon

COUNTY: Washington

PROJECT NO.: BROS-3400(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bledsoe Creek Bridge and East Fork Dairy Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-84	0.27
OTHER *(Specify)*		

FUNDS: Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 278,356.00	$ 222,684.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Stacy A. Cotter

Manager, Program Section
(Title)

By XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 11-29-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 26, 1984

Federal Aid Project No. BROS-3400(12)

Bledsoe Creek & E. Fork Dairy Creek Bridges Section
County Road
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structures: Bledsoe Cr. (Br. #13271A) E. Fork Dairy Cr. (Br. #13272A)

Mobilization	Lump Sum	All	Lump Sum	$	1,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		1,000.00
Temporary Signs	Sq. Ft.	312	7.00		2,184.00
Temporary Barricades	Each	12	70.00		840.00
ROADWORK					
Toe Trench Excavation	Cu. Yd.	29	20.00		580.00
Embankment in Place	Cu. Yd.	2,516	7.50		18,870.00
Trench Excavation	Cu. Yd.	67	10.00		670.00
Aggregate Base	Ton	3,760	8.00		30,080.00
Class "C" Asphalt Concrete	Ton	784	32.00		25,088.00
12-inch Culvert Pipe	Lin. Ft.	194	12.00		2,328.00
Guard Rail, Type 2A	Lin. Ft.	175	18.00		3,150.00
Guard Rail, Type 3	Lin. Ft.	200	32.00		6,400.00
Guard Rail Anchors, Type 1	Each	4	350.00		1,400.00
Guard Rail Anchors, Type 1, Modified	Each	1	300.00		300.00
Rail End Pieces, Type B	Each	4	40.00		160.00
Rail End Pieces, Type C	Each	4	80.00		320.00
Extra for Asphalt Approaches	Each	10	200.00		2,000.00
Loose Riprap, Class 100	Cu. Yd.	78	25.00		1,950.00
Seeding, Fertilizng and Mulching	Acre	1	1,800.00		1,800.00
STRUCTURES					
Bridge No. 13271A					
Bridge Removal Work	Lump Sum	All	Lump Sum		2,500.00
Structure Excavation	Cu. Yd.	35	10.00		350.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum		3,000.00
Furnish Concrete Piling	Lin. Ft.	696	12.00		8,352.00
Drive Prestressed Concrete Piles	Lin. Ft.	696	1.00		696.00
Structural Concrete, Class 3300 (16 C.Y.)	Lump Sum	All	Lump Sum		4,000.00
Reinforcement, 2200#	Lump Sum	All	Lump Sum		1,200.00
4'x60'/65' Prestressed Slabs	Each	7	5,000.00		35,000.00

Reinforced Concrete Bridge End Panels	Sq. Yd.	125	60.00	7,500.00
Metal Rail with Tubing	Lin. Ft.	138	40.00	5,520.00
Bridge No. 13272A				
Bridge Removal Work	Lump Sum	All	Lump Sum	2,500.00
Structure Excavation	Cu. Yd.	35	10.00	350.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	4,500.00
Furnish Concrete Piling	Lin. Ft.	840	13.00	10,920.00
Drive Prestressed Concrete Piles	Lin. Ft.	840	1.00	840.00
Structural Concrete, Class 3300 (16 C.Y.)	Lump Sum	All	Lump Sum	4,000.00
Reinforcement, 2200#	Lump Sum	All	Lump Sum	1,200.00
4'x65'/70' Prestressed Slabs	Each	7	5,500.00	38,500.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	125	60.00	7,500.00
Metal Rail with Tubing	Lin. Ft.	150	40.00	6,000.00
				$ 244,548.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 700.00
		$ 700.00
	Subtotal	$ 245,248.00
	Engineering	33,108.00
	Total	$ 278,356.00

Project Length ---------- 0.27 miles

Federal Funds (80%)	$ 222,684.00
County Funds	55,672.00
TOTAL	$ 278,356.00

Group 1: 100%
Contract No. 9915
Prefix: 234-1919 (P.E.)
234-1015 (Const.)
Appn. Code: 117

WH:me

9915

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
6 CONSTRUCTION AND BRIDGE SECTION

SECTION: Bledsoe Cr. & E. Fork Dairy Cr. Bridges		WEEK ENDING: June 1, 1985
		SECTION PREFIX: 234-1015
HIGHWAY: County Road (Harrington)		COUNTY: Washinton
NAME OF JOB: Bledsoe Cr. & E. Fork Dairy Cr. Bridges	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: A.K. Lundmark & Son Inc.	CONTRACT NUMBER: 9915	FEDERAL AID PROJECT NUMBER: BROS-3400(12)
DATE OF CONTRACT: November 16, 1984	DATE WORK STARTED: January 31, 1985	ESTIMATED COMPLETION DATE: May 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 114
PROJECT AUTHORIZATION: $ 278,356.48	SPECIFIED COMPLETION DATE: or August 31, 1985	PERCENT OF TIME ELAPSED: 95
EXCLUSIVE OF ENGINEERING: $ 256,284.16	ENGINEERING AUTHORIZATION $ 22,072.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 243,712.00	ENGINEERING COST TO DATE $ 15,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4.9 %	PERCENT OF AUTHORIZATION 68 %	DATE PROJECT WAS COMPLETED: May 24, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13271	13272						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

OM MRE OE PPM CE
TOS RECEIVED ME
FAS JUN - 4 1985 PDM
CSA Metro Region TAM
RAS PA EM BUD LM
CE CAE COE OM OE CA CAM EEO
RECEIVED JUN 06 1985 CONSTRUCTION SECTION
LS TC SA CC FE CP PQC QCS FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project complete. This is the last report on this project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project is complete.

SIGNED Joseph D. Simpson

Joseph D. Simpson, Ass't. Project Manager

4755 S.W. Watson Ave.
Beaverton, Oregon 97005

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP*F216

ORIGINAL 9915 234-1919

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-17-85

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE: OREGON	FEDERAL AID PROJECT NO.: BROS-3400(11)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-29-83 To: 10-2-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$34,259.99	$34,259.99	80%	$27,407.99	$27,407.99	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 1-17-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	DAIRY CREEK BRIDGE & BLEDSOE CR. BR. SECTION COUNTY ROAD IN WASHINGTON COUNTY					
	PRELIMINARY ENGINEERING					
	TYPE CODE STATE	ALL REQUIRED			$34,259.99	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$34,259.99	
	PREPARED BASED ON PARTICIPATING PROJECT COST AS SHOWN ON THE FEDERAL BILLING AS OF 1-10-85.					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 31

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

02/14/86

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-1917	1	RRS -9276-001 APPR-138	1,800.00	231.63	129.75	90.00	116.78	116.78		
234-1918	1#	BROS-3400-010 APPR-117	22,142.77	27,721.24	27,678.46	80.00	22,142.77	22,142.77		
234-1919	1#	BROS-3400-011 APPR-117	27,407.99	34,267.49	34,259.99	80.00	27,407.99	27,407.99		
234-1920	1	RRP -0005-059 APPR-139	1,800.00			90.00				
234-1941	1	RRS -9189-001 APPR-138	720.00	876.47	876.47	90.00	788.82	720.00	68.82 B	
234-1955	1	M -0000-004 APPR-W36	66,063.00	76,353.88	75,341.85	85.80	64,643.31	64,643.31		
234-1956	1#	M -9207-001 APPR-W36	76,980.78	90,851.85	89,721.19	85.80	76,980.78	76,980.78		
234-1959	1#	M -9282-002 APPR-W36	224,305.43	263,886.47	261,428.24	85.80	224,305.43	224,305.43		
234-1961	1	RRS -9186-001 APPR-138	450.00	571.38	571.38	90.00	514.24	450.00	64.24 B	
234-1992	1	RRS -9670-001 APPR-138	1,800.00	566.38	256.13	90.00	230.52	230.52		
235-1966	1	BROS-3500-001 APPR-117	16,080.00	15,306.38	15,306.38	80.00	12,245.10	12,162.77		82.33
236-1954	1#	RRO -0005-037 APPR-[illegible]	6,271.20	7,215.95	6,968.00	90.00	6,271.20	6,271.20		
236-1964	1#	SOS -3[illegible]0-001 APPR-[illegible]30	25,594.49	29,840.84	29,840.84	85.77	25,594.49	25,594.49		
236-1987	1	BROS-3[illegible]0-002 APPR-114	31,200.00	39,696.60	39,696.60	80.00	31,757.28	31,200.00	557.28 B	
301-1961	1#	M -[illegible]0-001 APPR-W32	1,130.55	1,381.58	1,381.58	81.83	1,130.55	1,130.55		
301-1967	1#	M -0000-032 APPR-W32	1,488.91	1,688.49	1,688.49	88.18	1,488.91	1,488.91		
301-1993	1	RRS -0005-027 APPR-138	1,800.00			90.00				
302-1938	1#	M -2110-001 APPR-W32	116,003.46	146,932.68	148,360.99	78.19	116,003.46	116,003.46		
302-1939	1#	M -2120-001 APPR-W32	104,551.17	132,384.45	133,714.25	78.19	104,551.17	104,551.17		
302-1941	1#	M -2110-002 APPR-W32	69,394.43	87,474.66	88,751.03	78.19	69,394.43	69,394.43		
302-1959	1#	RRS -2070-002 APPR-138	619.61	762.23	688.45	90.00	619.61	619.61		
302-1960	1	PMS -0005-093 APPR-140	700.00	103.01	103.01	100.00	103.01	103.01		
302-1974	1	RRP -2080-001 APPR-139	1,800.00	101.73	101.73	90.00	91.56	91.56		
302-1977	1	RRS -0005-030 APPR-138	1,800.00			90.00				
302-1978	1	RRS -0005-029 APPR-138	1,800.00			90.00				
303-1901	1#	XI -9665-003 APPR-823	92.22	108.49	108.49	85.00	92.22	92.22		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JANUARY 1985 — PAGE 873

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
DAIRY CR & BLEDSOE CK BRS CONT NO * FA PROJ NOS BROS3400011 100								STATE
	234 1919	296	00	N 9	776.81CR	10,564.93CR	32,376.81CR	
	234 1919	297	00	N 9	168.82	854.52	4,968.82	
	234 1919	298	00	N 9	607.99	9,780.41	27,487.99	
	234 1919	901	00	P 1	Project manager	193.12	9,148.43	
	234 1919	905	00	P 1	FINAL DESIGN 7.50CR	2,097.56	6,312.87	
	234 1919	905	00	N 1	" " 7.50	7.50	7.50	
	234 1919	906	00	P 1			47.70	To 927
	234 1919	913	00	P 1	R/W LIAISON		20.64	
	234 1919	918	00	P 1	LOCATION		175.57	
	234 1919	920	00	P 1	PROGRAM Section	118.51	304.10	
	234 1919	921	00	P 1	Specifications 23.40CR	NO Cost to	1,297.78	
	234 1919	922	00	P 1	ADMINISTRATIVE SERVICES	80.09	80.09	
	234 1919	923	00	P 1	ENVIRONMENTAL SECTION	97.65	97.65	
	234 1919	926	00	P 1	STRUCTURAL FOUNDATIONS		4,484.71	
	234 1919	927	00	P 1	FREE BRIDGE DESIGN	NO Cost to 4,529.92 under	7,715.74	7763.44
	234 1919	929	00	P 1	FREE PLANS & SPEC'S	354.66	354.66	1653.44
	234 1919	932	00	P 1	R/W UTILITY & JG.		15.78	
	234 1919	933	00	P 1	SURFACE DESIGN ENG.		180.89	
	234 1919	937	00	P 1	HYDRAULICS	457.56	4,023.38	
	TOT		P1		30.90CR	9,217.85	34,259.99	34,259.99
	TOT		N1		7.50	7.50	7.50	9,415.88
	** JOB TOTALS **				23.40CR**	9,225.35 **	34,267.49 **	24,844.11
SPOE XING @ SW TIEDEMAN AV CONT NO FA PROJ NOS RRS 9189001 100								STATE
	234 1941	296	00	N 9			720.00CR	
	234 1941	298	00	N 9			720.00	
	234 1941	901	00	P 1			34.08	
	234 1941	905	00	P 1			60.19	
	234 1941	911	00	P 1			112.82	
	234 1941	914	00	P 1			306.40	
	234 1941	932	00	P 1			362.98	
	TOT		P1				876.47	
	** JOB TOTALS **				**	**	876.47 **	
SAGERT RD I-5 FRWY-NYBERG RD CONT NO * FA PROJ NOS M 0000004 100								STATE
	234 1955	295	00	N 9			4,020.00	
	234 1955	296	00	N 9			68,663.31CR	
	234 1955	298	00	N 9			64,643.31	
	234 1955	901	00	P 1			42,304.43	
	234 1955	901	00	N 1			1,012.03	
	234 1955	902	00	P 1			2,146.58	
	234 1955	904	00	P 1			23.78	
	234 1955	905	00	P 1			9,102.65	
	234 1955	906	00	P 1			111.42	
	234 1955	909	00	P 1			2,608.99	

November 30, 1984

A. K. Lundmark & Son, Inc.
30908 South Wall Street
Colton, OR 97017

CON 5

#9915

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9915 for work on the Bledsoe Creek and East Fork Dairy Creek Bridges Section of Harrington Road in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
D. O. Christensen
Howard Harris

A. K. LUNDMARK AND SON INC.
Jerry Lundmark, President
30908 South Wall Street
COLTON, OREGON 97017

LEDSOE CR. & E. FORK DAIRY
CR. BRIDGES SEC. STRUCTURES
GRADING & PAVING

D.B.E GOAL 3%

D.B.E. SUBCONTRACTOR
ARROW BROS
A.G.C. CENTER NO 310
9450 SO WEST COMM.
CIRCLE WILSONVILLE
OR. 97070

Bid items	Unit	Amount
11.	18 00	3150 00
12.	32 00	6400 00
13.	350 00	1400 00
14.	300 00	300 00
15.	40 00	160 00
16.	80 00	320 00
~~29.~~	~~18 00~~	~~6~~
~~39.~~	total	11,730 00

RECEIVED
OCT 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Phone 824-3531

cc Kay Turner

9915

October 29, 1984

Rick Daniels, Director
Land Use & Transportation
Washington County
150 N. First Avenue
Hillsboro, OR 97124

Dear Mr. Daniels:

Subject: Bledsoe Creek & E. Fork Dairy Creek Bridges
Washington County
Project No. BROS-3400(12)

On October 25, 1984 the Highway Division received a satisfactory bid from A.K. Lundmark & Son, Inc., 30908 S. Wall Street, Colton, Oregon, 97017, for the subject project.

This project is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8003 & 8004, the County is requested to deposit their share of the project cost as computed below:

Contractors Bid	$244,548.00
Anticipated Items	700.00
SUBTOTAL	$245,248.00
Contingencies (4-1/2%)	11,036.16
Engineering (9%)	22,027.32
TOTAL CONTRACT COST	$278,356.48
Less Federal Funds (80%)	(222,685.18)
COUNTY'S SHARE 20%	$ 55,671.30
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 55,700.00

L&I. Received 11-16-84 MKS

We will award the contract when we receive your advance deposit in the amount of $55,700, which should arrive no later than November 16, 1984. You may use one of the three options for payment described in the attachments.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #84-127 Wayne Schulte, Metro/Region
Vern Skoog - Please return completed AD #84-127 when advance deposit is received.

Cor. 19-1
Dairy Cr.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3400(12)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:

5. ITEM NO.: 40082

2A. COUNTY NAME: Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
Potter
FOR
Info | Invest | R/D | O/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE: 10/3/84

8. FEDERAL ROUTE NUMBER: Non Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Bledsoe Creek Bridge #13271A-000-00180 and East Fork Dairy Creek Bridge #13272A-000-00198 (Harrington Road) Section

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS
As requested in Mr. Potter's letter of 10/1/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $300,000; Federal Funds $240,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 8/16/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9915

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1984

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40082
Project No. BROS-3400(12)
Bledsoe Cr. & E. Fork Dairy Cr. Bridge Sec.
County Road
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 13, 1984.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Mike Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-2-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD															
CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 68		ADT	PRESENT 450 50 DHV	FUTURE (69) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Bridges (2) 25 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	OA CLASS. (70)	OA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BROS- (14 28)	NUMBER 3400 (27)					
CARD 1	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off-System)	COUNTY NAME Washington													
	NAME OF URBAN AREA — — — (17-31)	ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rd. (36) (37)	U.S. - -										

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
	1 (14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) X080	(09)	"Bledsoe Cr. & E. Fork Dairy Cr. Bridges Sec."	0.241	300,000	240,000		60,000
								0.241	300,000	240,000		60,000
								(18)	(23) (24)	(33)		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	DRH:pf	

PROGRAM APPROVAL DATES 10-1-83

REMARKS Additional Data: Item
Project No. BROS-34

Key # 01753 & 01916

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO.

O.

FORM PR-1 (REV. 4-81)

8-2-84

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

R	PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20)	21 Co. Rd., 6.3 mi. NW of Hillsboro 65	ADT	450 50 DHV	- - - - (66)	- - (70) (71) (72)	10	Oregon	41 (2) (3)	117 (4) (9)	40082 (14) (18)

PROPOSED WORK (35 typewriter	NATL. FOREST	F/A ROUTE NO.	SUPV ABCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L. Projects Only POST MI.	DESIG.
es (2) 62	(63) (65)	(66) (68)	(80)	(79)	(73)	(72) (73)	(74) (78)	14 28	BROS-	3400 7	(12) 18	(24) (26) 27

ERAL FUNDS
Bridge Replacement (Mandatory 15% Off-System)

N AREA
— — —

COUNTY NAME: Washington — CODE: 067 (14) (16)

ROUTE NO. N — FEDERAL-AID: Non (92) — STATE: Co. Rd. (96) (97) — U.S.: - - - (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
		PE								
		ROW								
		CONST (CODE) X080	(09)	'Bledsoe Cr. & E. Fork Dairy Cr. Bridges Sec."	0.241	300,000	240,000		60,000	
				PROJECT TOTALS	0.241	300,000	240,000		60,000	
					(16)	(23) (24)		(33)		

EPARED BY: DRH:pf

OGRAM APPROVAL DATES: 10-1-83

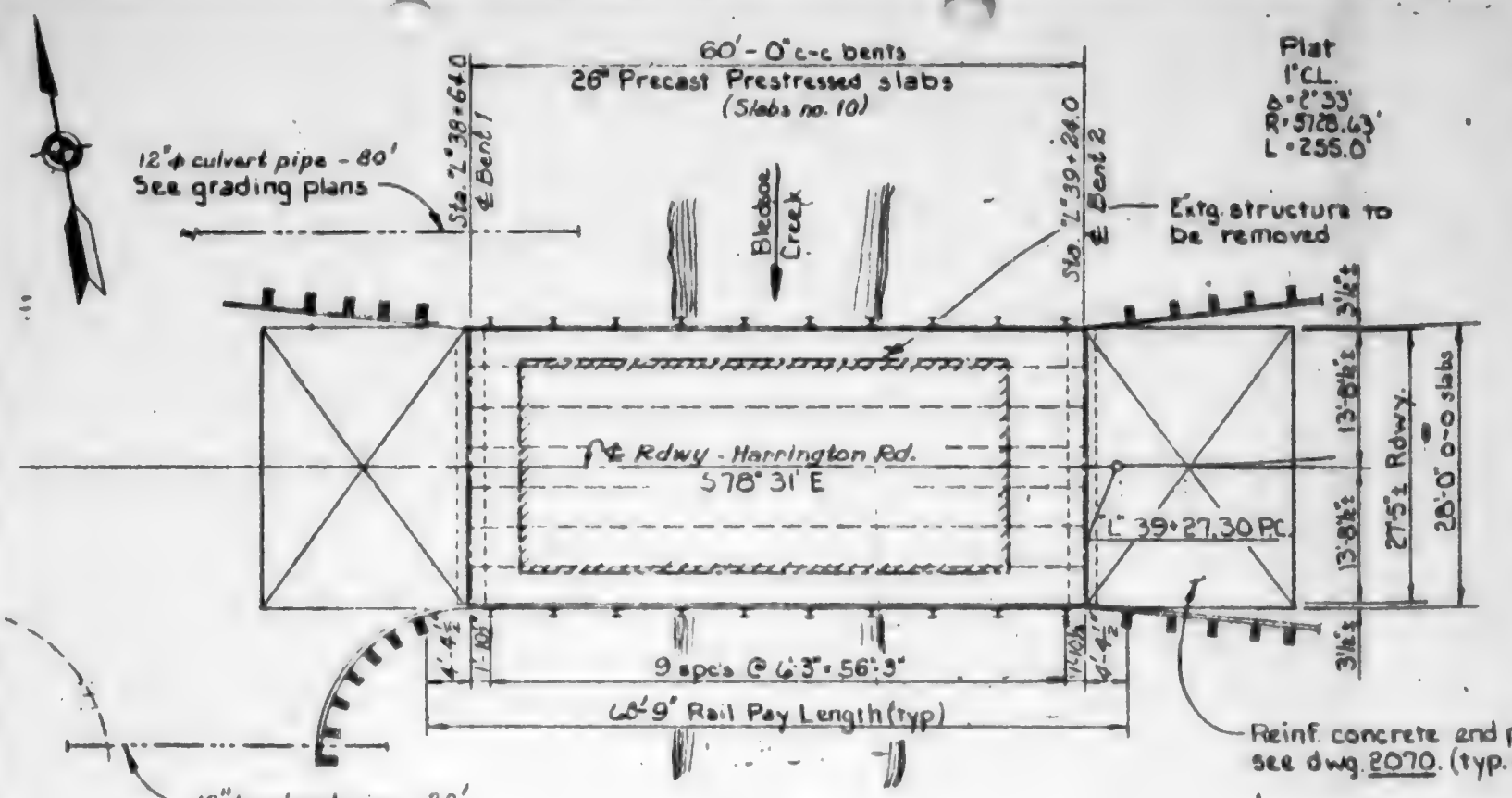
REMARKS: Additional Data: Item No. 40082; Project No. BROS-3400(11).

01753 & 01916

- OVER -

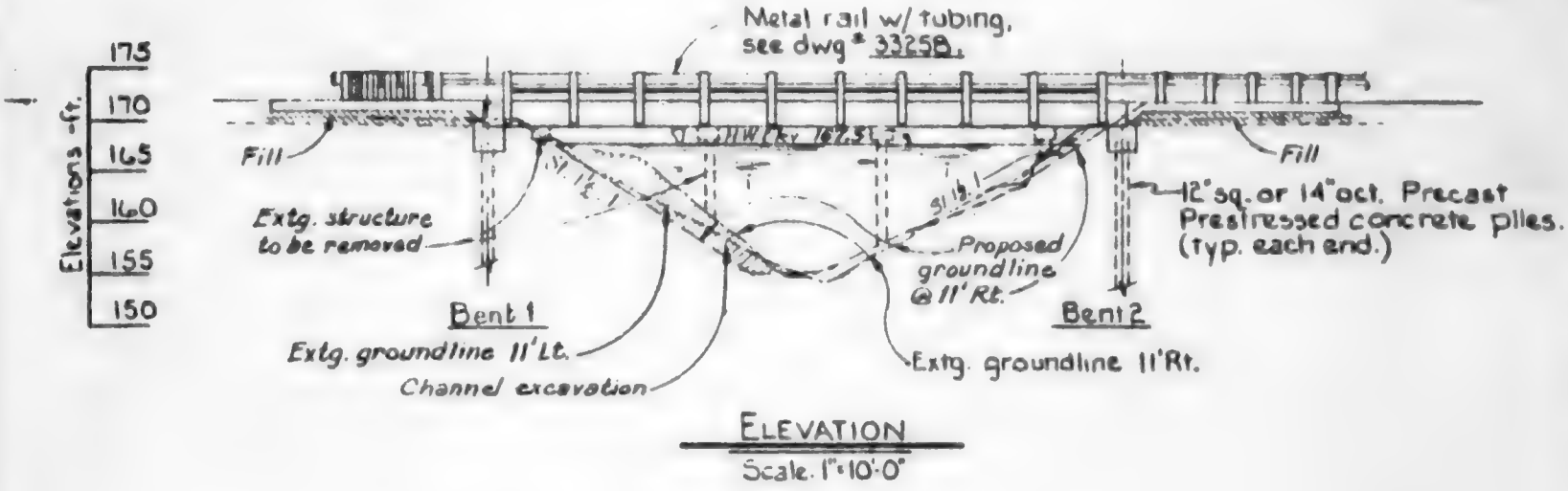
USCOMM DUSCOMM-DC 48903-P61

9915 7-31-84



PLAN

Scale. 1"=10'-0"

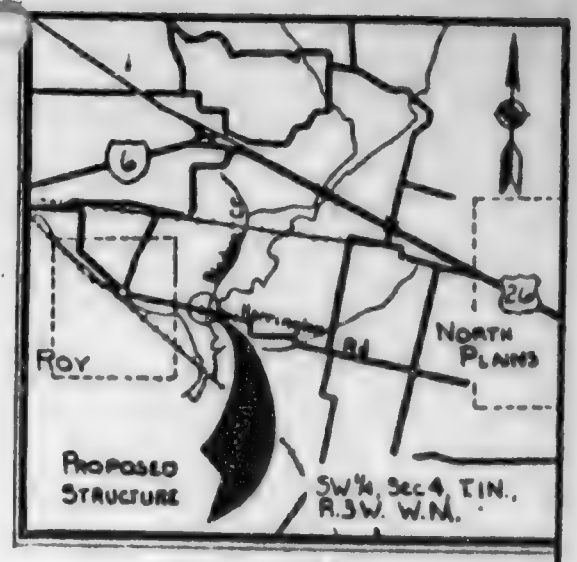


ELEVATION

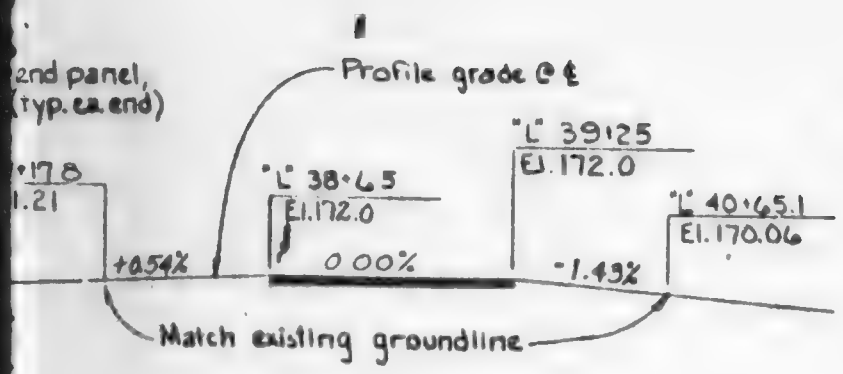
Scale. 1"=10'-0"

Construction
1°CL.
Δ = 2° 33'
R = 5729.58'
L = 255.0'

HYDRAULIC DATA			
		Design Flood	Base Flood
Discharge	cfs.	1300	1630
Frequency	yrs.	15	100
H.W. Elevation	ft.	167.5	168.1

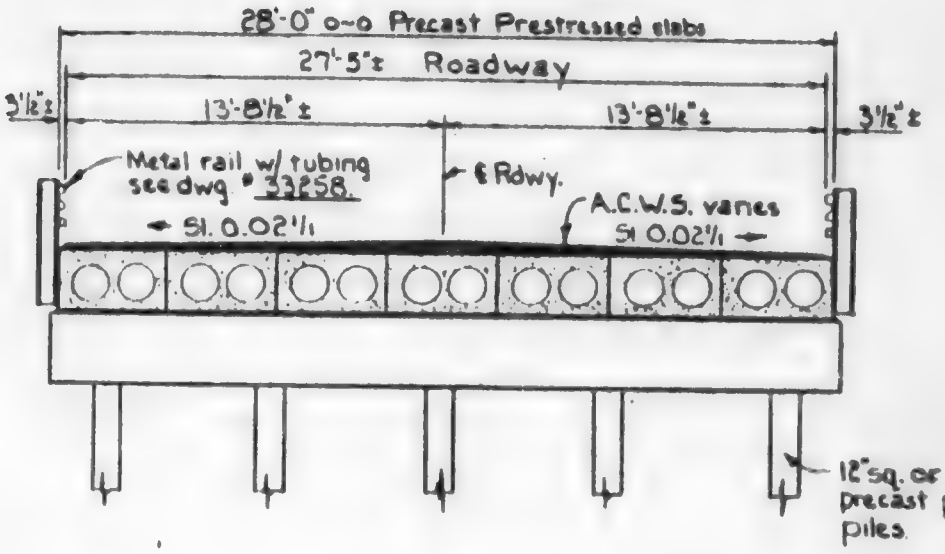


VICINITY MAP
No Scale



GRADELINE DIAGRAM

lles.



TYPICAL SECTION
Scale: ¼" = 1'-0"

APPROVED AS NOTED
Washington County
For Dept. of Land Use & Transportation
Date 7-31-84

APPROVED:
P.E.
BRIDGE ENGINEER
P.E.
ASST STATE HIGHWAY ENGINEER
DESIGNED G. ABERNATHY
DRAWN J. SILBERNAGEL & AMT
CHECKED
REVIEWED
REVIEWED
CALC BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

BLEDSOE CREEK BRIDGE
DAIRY CREEK AND BLEDSOE CREEK BRIDGES SEC.
HARRINGTON (COUNTY) ROAD
WASHINGTON CO.

PRELIMINARY PLAN AND ELEVATION

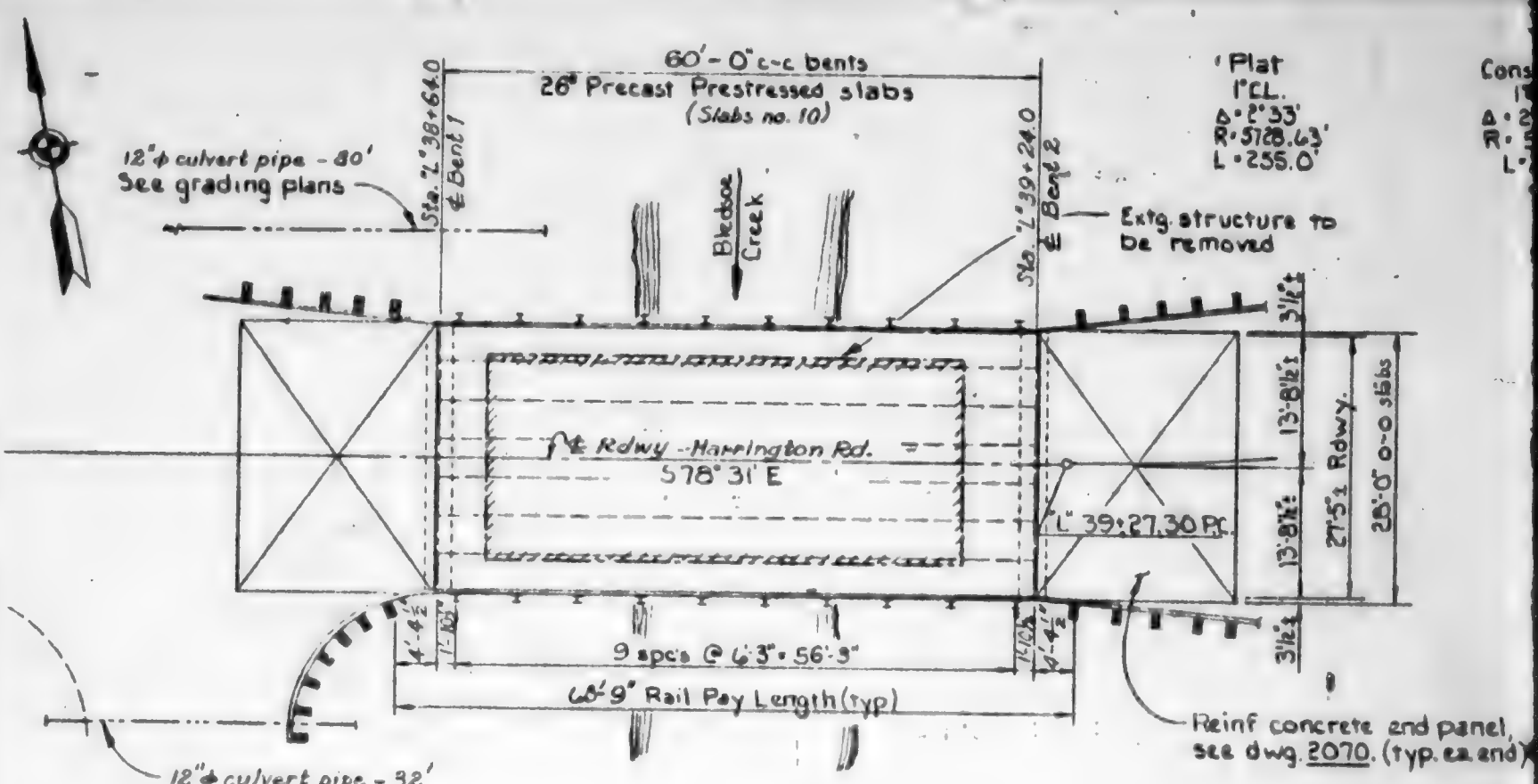
ACCOMPANIED BY DWGS.

DATE April 1984
BRIDGE NO. 13271A

SHEET 1 OF
DRAWING NO. 39363

9915

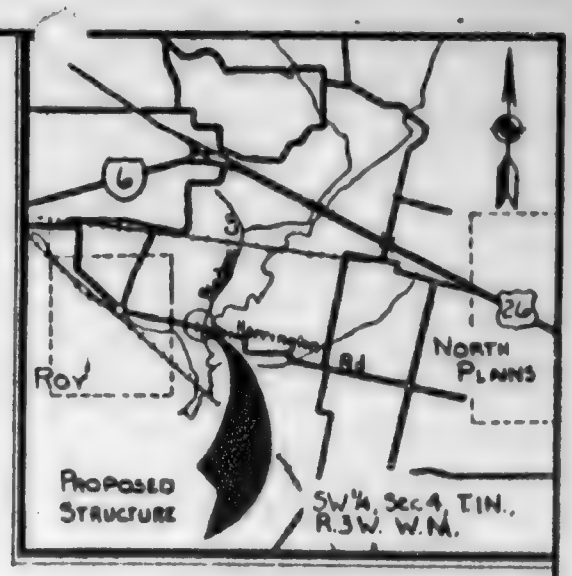
7-19-84


60'-0" c-c bents
26" Precast Prestressed slabs
(Slabs no. 10)
Plat
I"CL.
Δ=2°33'
R=5728.65'
L=255.0'
12"ϕ culvert pipe - 80'
See grading plans
Sta. "L" 38+64.0
℄ Bent 1
Bledsoe Creek
Sta. "L" 39+24.0
℄ Bent 2
Extg. structure to be removed
℄ Rdwy - Harrington Rd.
S78° 31' E
"L" 39+27.30 P.C.
3½"±
13'-8½"±
27'-5" Rdwy.
28'-0" o-o slabs
9 spcs @ 6'-3" = 56'-3"
6'-9" Rail Pay Length (typ)
Reinf concrete end panel, see dwg. 2070. (typ. ea. end)
12"ϕ culvert pipe - 32'
See grading plans.
"L" 37+17.8
El. 171.21
PLAN
Scale. 1"=10'-0"
Metal rail w/ tubing, see dwg.# 33258.
Elevations - ft.
175
170
165
160
155
150
Fill
Extg. structure to be removed
Bent 1
Extg. groundline 11'Lt.
Channel excavation
Proposed groundline @ 11'Rt.
Bent 2
Extg. groundline 11'Rt.
12" sq. or 14" oct. Precast Prestressed concrete piles. (typ. each end.)
ELEVATION
Scale. 1"=10'-0"

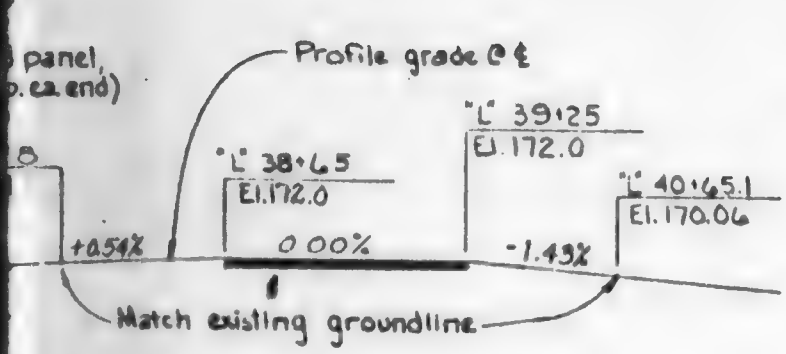
Construction
℄ C.L.
Δ = 2° 33'
R = 5729.58'
L = 255.0'

HYDRAULIC DATA

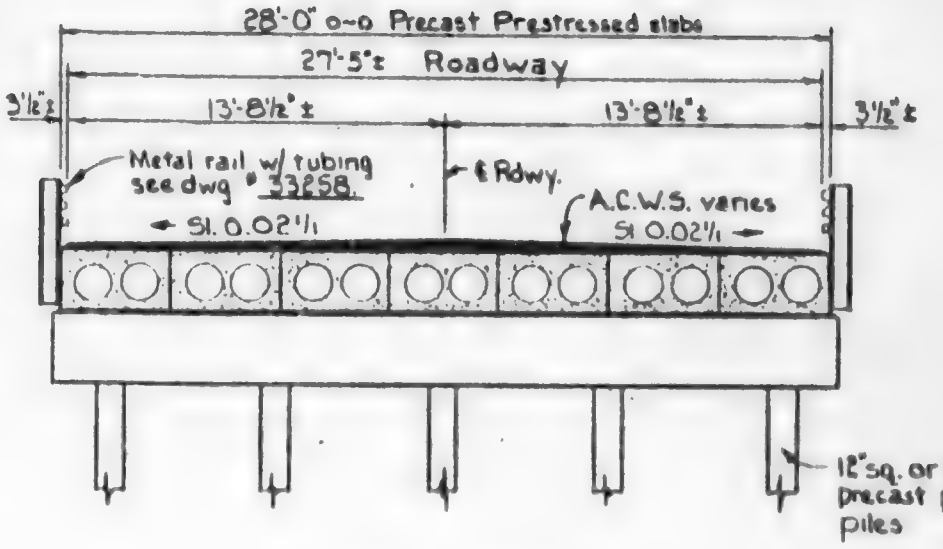
	Design Flood	Base Flood
Discharge cfs.	1300	1690
Frequency yrs.	15	100
H.W. Elevation ft.	167.5	168.1



VICINITY MAP
No Scale



GRADELINE DIAGRAM



TYPICAL SECTION
Scale: ¼" = 1'-0"

WASHINGTON COUNTY
DEPT. OF PLANNING
JUL 11 1984
RECEIVED

APPROVED AS NOTED

Richard V. Bones

For Dept. of Land Use & Transportation

Date 7-19-84

APPROVED:
P.E.
BRIDGE ENGINEER
P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED G. A. BERNATHY
DRAWN J. GILBERNAGEL & AMT.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

BLEDSOE CREEK BRIDGE
DAIRY CREEK AND BLEDSOE CREEK BRIDGES SEC.
HARRINGTON (COUNTY) ROAD
WASHINGTON CO.

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE April 1984
BRIDGE NO. 13271A
SHEET 1 OF
DRAWING NO. 39363

9915

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

6-27-84 Highway # 2034 Washington Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRDS-3400(11) Prefix 234-1919

Project Name Dairy Cr. (13272) & Bledsoe Cr. (13271) Bridges

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 84-261
DATE 6/27/84
BY Linda Dawson
CLERK OF THE BOARD pro tem

Signed at _____, Oregon, this 27th day of June, 1984
County of Washington

County Judge/Chairman

Chairman Board of Commissioners

Commissioner

Commissioner

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 7-9-84

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

9915

OREGON STATE HIGHWAY DEPARTMENT

TO: WAYNE SCHULTE 5-31-84

SUBJECT: Bridges - Bledsoe Creek & E. Fork Dairy Creek Bridges Sec.

DATE: 5-7-84

FROM: Curtis H. Duval
CURT DUVAL

No Comments from C. Duval, T. Schwab, R. Failmezger, J. Kaiser, D. Fleming, of J. McClure.

The following comments were:

E.J.Dunn - There is no mention of the County Bench Mark (located immediately East of Dairy Creek) being preserved. This should be shown on the plans even if it is to be moved "By Others".

Cobine: 5/8/84

Returned to you for further handling with Metro Staff comments.

Comments not yet recd from WA. Co.

Wayne Schultz

---

cc Don Adams

cc Lou Spisla

Kathleen Hamell
(SIGNATURE)

PLEASE REPLY HERE

Cobine:

Herewith "Approved As Noted" plans from Washington County for further handling

PROGRAM SECTION

MANAGER _____ PROJECT UNIT _____

JUN 1 1984

MAN. ASSIST. _____ PROGRAM UNIT _____

REFER TO Schultz

FOR TMA

CC: _____ Wayne Schultz (SIGNATURE) 5/31/84 (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

9915

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Bledsoe Creek and East Fork Dairy Creek Bridges
Date March 19, 1984

Highway: County Road, Harrington Road
Twenty Year Traffic Coefficient 6.8

County: Washington
18 kip EAL's per day 13

Prefix: 234-1919
R Value 9

Project Manager:
Frost Penetration ---

CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
3.0"	A.C. Wearing Surface, Class "C"	6.0"
14.0"	Aggregate Base (1.0"-0)	14.0"
18.5"		23.0"

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAN. ASSIST. _____ PROJECT UNIT _____
REFER TO FA.
FOR _____

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section
Federal Aid Specialist

A section utilizing A.C. and aggregate base is recommended since this is a short project involving approaches to new structures. Also, this type of section is best suited for matching the existing roadway.

9115

CON 19-1
Dairy
Cr. 1

December 29, 1983

Washington County Board of Commissioners
150 First North, Room 418
Hillsboro, OR 97123

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 8000

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the East Fork Dairy Creek (Harrington Road) Bridge, Bridge No. 13272.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robery W. Cormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

CON 17-1
Contract
C[illegible]

December 29, 1983

Washington County Board of Commissioners
150 First North, Room 418
Hillsboro, OR 97123

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 830

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction of the Bledsoe Creek (Harrington Road) Bridge, Bridge No. 13271.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

9915

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

December ~~13~~ 16, 1983

1299-12-233-83

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

Mr. Jon Rose
Federal Aid Specialist
ODOT
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: Preliminary Engineering and
Construction Finance Agreement -
East Fork Dairy Creek (Harrington Road)
Bridge #13272

Dear Mr. Rose:

The enclosed agreements for the above mentioned bridge replacement was authorized by the Board of County Commissioners on December 6, 1983, Minute Order No. 83-639. Would you please circulate the agreements for the remaining signatures and return one original to me.

Thank you for your prompt attention to this matter.

Should you have any questions, please feel free to contact me at 638-8738.

Sincerely,

phen Biddle

phen Biddle
ject Coordinator

From Metro: JON ROSE | Date: 12-16-83
To: BUZ SWAN
Traffic Region I Accounting
Comments:
Here are 3 copies of the E. Fork Dairy Creek Bridge agreement, signed by County officials and approved by the Metro Region Engineer.
Please forward for final actions.
Jon Rose

5

Minor

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
BROS-3400(11)	See Below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		40082	Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

tie CON 19-1 Bledsoe

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/29/83	Non Federal-aid	County Road

10. GENERAL LOCATION:

Dairy Creek Bridge #~~13279~~ 13272 and Bledsoe Bridge #13271 STRUC.

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including arecheological salvage and utility preparatory work TEC $33,500 F.F $26,800
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/4/83.

RECEIVED
STATE HWY ENGR
DEC 1 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 12/1

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9915

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
11-4-83 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 6.3 mi. NW of Hillsboro "Dairy Cr. & Bledsoe Cr. Bridges Sec."	117	40082	BROS-3400(11)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Washington Code 067

A-95 Review:

State Cl. Ho..... Exempt X Date Approved

Dist. 2 Cl. Ho. ..... Exempt X Date Approved No Reply

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) Dairy Cr. Br. #13272
Bledsoe Cr. Br. #13271

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 33,500
80%	FF	$ 26,800
	STATE	$
	Co.	$ 6,700

For PR-37:
Field Phase $
PS&E Phase $

REMARKS: 1) Attached is a copy of Part 1, 2 & 4 of Project Prospectus & project map.
2) Included in the approved replacement inventory with a sufficiency rating of (Dairy Cr. #13272) 49.9 and (Bledsoe #13271) 28.9.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-4-83	D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

cc Harold Reynoldson

9915

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION # 13271 #13272
DAIRY CREEK BRIDGE/BLEDSOE CREEK BRIDGE

REGION: 2A

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH

☐ URBAN ☒ RURAL

CITY:

COUNTY: WASHINGTON

ROAD/STREET NAME: HARRINGTON ROAD

ROUTE #: 736

FEDERAL AID #:

APPLICANT (IF OTHER THAN STATE): WASHINGTON COUNTY

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 40
RIGHT OF WAY		$ -0-
ROADWAY	$ 10	
STRUCTURES	$ 188	
SIGNALS	$ 0	
ILLUMINATION	$ 0	
TEMPORARY PROTECTION	$ 5	
	$ 0	
40% ENGINEERING & CONTINGENCIES	$ 75	
TOTAL CONSTRUCTION		$ 263
TOTAL ESTIMATE		$ 303

PROJECT DATA

GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING TRAFFIC CONTROL	(✓)	✓
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	
WORK TYPE	(1-12)	

RIGHT OF WAY

FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	C
RIGHT OF WAY ACQUISITIONS	(S,C,A)	C

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/		

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	2	2
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	450	650 -700
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

THE PROBLEM IS THAT ON HARRINGTON ROAD THERE ARE TWO STRUCTURALLY DIFFERENT BRIDGES WHICH RESTRICTS MOST TRUCK TRAFFIC AND FARM EQUIPMENT. THE BRIDGE HAS ALSO BEEN NARROWED TO ONE LANE RESTRICTING TRAFFIC FURTHER

PROPOSED SOLUTION

REPLACE THE EXISTING BRIDGES WITH NEW CONCRETE PRECAST SLAB BRIDGES 28 FEET IN WIDTH, WHICH WOULD ALLOW LEGAL TRAFFIC TO UTILIZE THE ROAD FOR FARMING, ETC.

REQUESTED, REGION ENGINEER X	DATE			
APPROVED, ASST. HWY. ENG FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

34-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Dairy Creek Bridge/Bledsoe Creek Bridge

REGION
2A

PROJECT JUSTIFICATION

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

5

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Dairy Creek Bridge/Bledsoe Creek Bridge

REGION: 2A

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	S	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	S
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	A/S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	S
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	S
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES

(1) Tualatin Valley Irrigation District
(2) General Telephone
(3) P.G.E.
(4) Northwest Natural Gas

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						55	State

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
0	0	0	0	0	0	0	10.2ft	0	10.2 ft	0	0	0	0	0	0	0
0	0	0	0	2 ft.	0	0	12 ft.	0	12 ft.	0	0	2 ft.	0	0	0	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	55 ft.	28 ft.	$90,630	BRIDGE 5			
BRIDGE 2	47 ft.	28 ft.	$80,370	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

GENERAL INSTRUCTIONS

The Project Details sheet is Part 2 of the Project Prospectus. It should be completed and submitted with the Survey Authority (Part 4) to Program Management for combining with the Project Environmental Classification (Part 3). This will normally be done upon notice from Program Management after the Project Request has been approved. A copy of the approved Project Request should be attached if available.

SPECIAL INSTRUCTIONS

Attach a sketch map showing the location of the project and a description of the project including such items as channelizations, frontage roads, possible alternatives and unusual features.

Fill in the **KEY ID #** (if known), the **SECTION** (use the title as shown on the Project Request) and the **REGION**.

For each of the items in the next section fill in the appropriate letter to show who will be responsible for the work, if it already has been done or if it is not needed. Do the same for the **SIGNALS** and **UTILITIES**, but also show the number of existing and proposed signals and list the Utility **COMPANIES** that may be involved.

RIGHT OF WAY

Fill in the estimated number of **ACQUISITIONS, RELOCATIONS** and **EASEMENTS.** Also indicate who will be responsible for **RIGHT-OF-WAY LIAISON** and if **ACCESS** will be controlled.

DESIGN SPEED and **DESIGN STANDARDS** are self-explanatory.

TYPICAL SECTION

Fill in the width for each item contained in the existing facility and the proposed project. Enter 0 for those items not contained. If curbs are included show the standard type, enter 0 if no curbs. If the typical section cannot be shown clearly on this form include an explanation or drawn section in the project description.

SUGGESTED BASE DESIGN should be filled in with data obtained from the Surfacing Design Unit.

Under **STRUCTURE DATA** the cost estimates should be obtained from Bridge Design.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Dairy Creek Bridge/Bledsoe Creek Bridge

REGION: 2A

ESTIMATED RIGHT-OF-WAY IMPACTS

There will be no need for additional right-of-way, therefore, there will be no impact.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The bridges will be installed in the same locations as they are now. The bridges will not have any impact on land use (farm land) and does not affect the Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The traffic volumes will increase due to the elimination of the two weight limit bridges allowing legal load to use the road.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Since the bridge will be replacing an existing bridge, there will be no impact to river, stream, etc. If anything, the opening will have a greater capacity.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Randy L. Lapp Bridge Coord.	(503) 640-3450	

734-1913 (7-82)

GENERAL INSTRUCTIONS

After a project has been approved for inclusion in the Highway Improvement Program, the Project Environment Classification part of the Project Prospectus should be completed and submitted to the Environmental Section. The Environmental Section will review the classification, obtain FHWA approval and send a copy of the form to Program Management for combining with the other parts of the Prospectus.

SPECIAL INSTRUCTIONS

If right of way or easements will not be needed for the project it will not be necessary to complete the Environmental Classification. The project will automatically be classified under the Statewide Categorical Exclusion.

If right of way or easements will be needed for the project, the entire form must be completed and the recommended classification and other documentation shown.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION

REGION

AUTHORIZATION NO. | PREFIX | DATE

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX , FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

9915

December 15, 1983

PRO

Mr. Larry Rice
Director of Public Works
150 North First
Hillsboro, OR 97123

Dear Mr. Rice:

SUBJECT: P.E. Advance Deposit
Dairy Crk and Bledson Crk on Harrington Rd.
Br. #13272; Br. #13271
Washington County

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total Est. P.E. Cost	$33,500
Less Free Bridge Design and Spec's	9,500
	$24,000
Less Feueral Funds	19,200
County Share of Costs	$ 4,800

Please make this advance deposit in the amount of $4,800 and submit by one of the three methods on the attached sheet.

Very truly yours,

ORIGINAL SIGNED
CARY A. POTTER

Gary A. Potter, Manager
Program Section

HR:pf
Attachment

bcc w/AD #83-124: Jon Rose, Metro Region
Vern Skoog-Please return completed AD #83-124
when advance deposit is received.

STATE OF OREGON

INTER-OFFICE MEMO

HIGHWAY DIVISION

PRO

TO: FILES

DATE: October 13, 1983

FROM: Harold Reynoldson
Local Programs Coordinator

SUBJECT: Bledsoe Ck. (Harrington Rd.) Br. # 13271
Washington County
HBR Project

This is to distribute the project request for this project. This project was approved by H. S. Coulter on July 5, 1983.

HR:pf
Attachment

cc: Max Klotz - Please Add to PCS.
D. E. Swan - Please Program with FHWA.
F. E. Terpin
J. B. Boyd
Don Aman
L. E. George, w/attach
W. J. Hart, w/attach
Cam Gilmour
R. Trygstad, w/attach
Don Adams, w/attach
Steve Macnab, w/attach
Ed Johnson, w/attach
Ed Hardt, Region 1
Jon Rose, Region 1
Ken Rolfe, Region 1

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wheatley

RECEIVED
OCT 18 1983
ROAD DESIGN SECTION

(Cy rec'd for Macnab too)

Do Not File ☐
Return to .....
Bring Up ...../...../.....
Action .....

REFERRED TO

Watson ..... Mann .....
Cole ..... Stoudenmeyer .....
Eriksen ..... King .....
Board ..... Bedford ..... Leu .....
Return Discuss Do File Due .....
By FINAL DESIGN ENGINEER

61-125-1307

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Plan #10212 Washington Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Dairy Cr. (13272) & Bledsoe Cr. (13271)

REGION: Metro Region

Co Rd

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 234-1919

DATE: 10/7/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT		1,000	918 LOCATION		300	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		2,500
906 BRIDGE DESIGN		⊖	921 SPECIFICATIONS		1000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		800	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		8,500	980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		8000	979		1500
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 33,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS-3400(11)

LOCATION ENGINEER'S REMARKS (E.J. Dunn - 8/9/83)

Approved through P.S.&E.

Dairy Creek Structure (#13272)	Removal	50x20	X $5	= $5,000
	New	60x28	X $43	= $72,240
Bledsoe Structure (#13271)	Removal	40x20	X $5	= $4,000
	New	50x28	X $43	= $60,200
			Subtotal	$141,440
			USE	$142,000

Do Not File ☐

Return To .....

Bring Up ...../...../.....

Action .....

Verdoes .....
Anderson ..... RECEIVED
(2) Adams Bud
(2) Macnab .....
Stoedenmeyer ..... JAN 05 1984
Terpin .....
3 Trout ..... ROAD DESIGN SECTION
(2) Wakerlig .....

Approved by Hwy Engr 7-5-83

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
E. J. Dunn	8/9/83	X	11/1/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X	10/7/83	X	11-3-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X		11-29-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST - Plan #10212

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1753 & 1916

SECTION: Dairy Crk. (13272) & Bledsoe Cr. (13271)

REGION: Metro Region

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
	Harrington Road	FROM TO	

☐ URBAN ☐ RURAL | CITY | COUNTY: Washington | ROAD/STREET NAME

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE): Washington

COST ESTIMATES (000's)		PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 33.5 ~~30~~	GRADING (✓)	X		FILES (#)	N/A
RIGHT OF WAY	$ N/A	PAVING (✓)	X		ACRES (#)	N/A
ROADWAY	$ 20	STRUCTURES (2) (✓)	X		RELOCATIONS (#)	N/A
STRUCTURES	$ 188	SIGNING (✓)	0		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 0	SIGNALS (✓)	0		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 0	ILLUMINATION (✓)	0		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 8				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Remove Exist Strs	$ 9	ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 90 ~~75~~	DESIGN CATEGORY (1-7)	7		CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 315 ~~273~~	WORK TYPE (1-12)	5		☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$ 348.5 ~~303~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3 / 84	HBR	'84

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	2	2
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	450	700
YEAR OF AVERAGE DAILY TRAFFIC	1983	1984

DEFINE THE PROBLEM

Existing timber pile bridges on Dairy Creek and Bledsoe Creek on Harrington Road are deteriorating and are in need of replacement.

PROPOSED SOLUTION

Remove existing bridges and construct precast concrete structure in place.

REQUESTED: REGION ENGINEER — DATE: 10/7/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE: — TRANSP COMM. APPROVAL DATE: 7-5-83 — PROGRAM YEAR: — FUNDING:

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.) Plan #10212

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Dairy Cr. (13272) & Bledsoe Cr. (13271)

REGION
Metro Region

PROJECT JUSTIFICATION

Existing timber pile bridges on Harrington Road over Dairy Creek and Bledsoe Creek are deteriorating and are in need of replacement. These structures, which have load requirements, are also narrow and limited to one-lane traffic. The existing structures will be removed and the new structures, which will be precast, will be constructed in the existing roadway alignment.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Plan #10212

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Dairy Cr. (13272(& Bledsoe Cr. (13271)

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES: Portland General Electric

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						35	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10'		10'							
				2'			12'		12'			2'				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

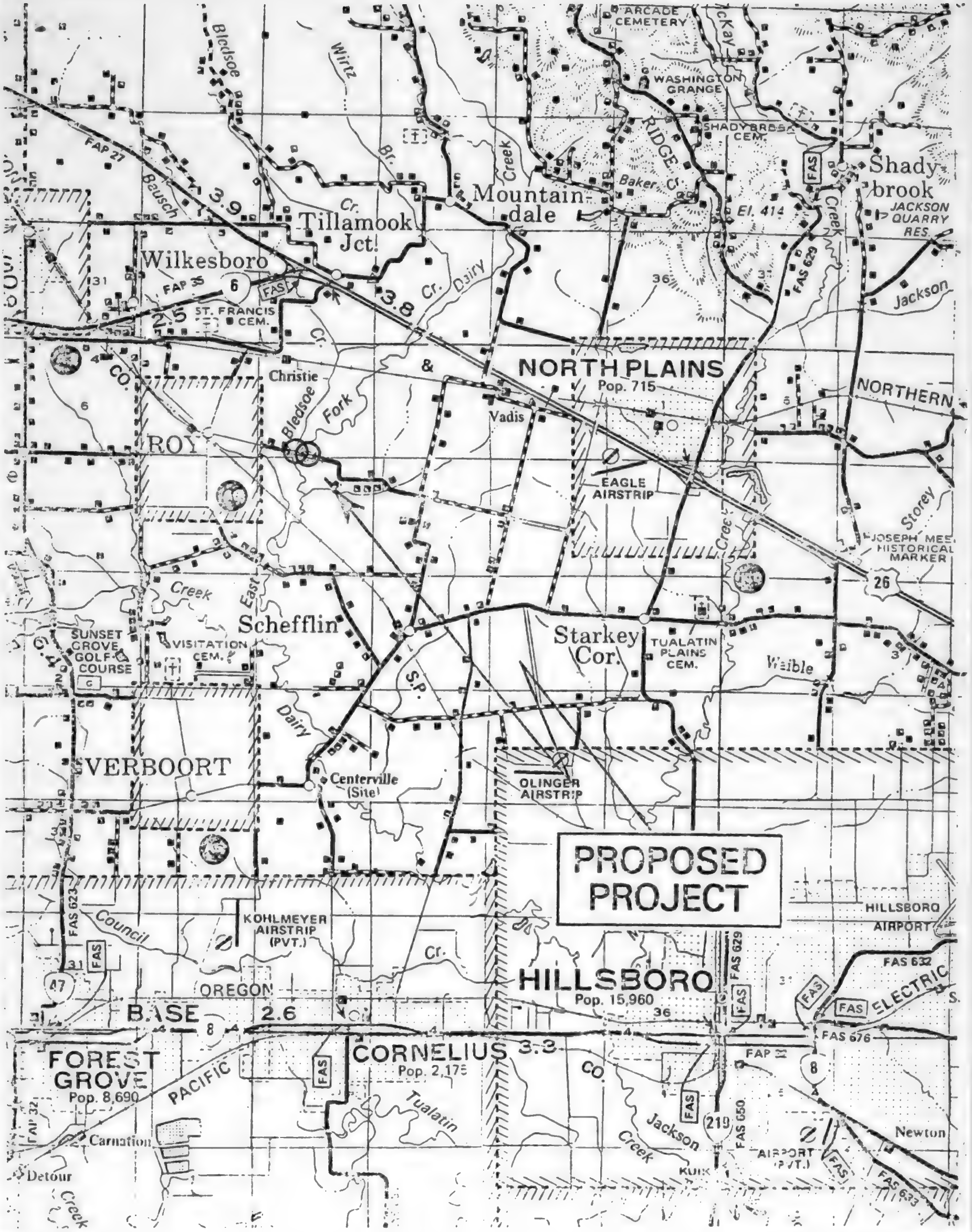
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1 Bledsoe	50'	28	60.200'	BRIDGE 5			
BRIDGE 2 Dairy	60'	28'	72.240'	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


ARCADE CEMETERY
McKay
WASHINGTON GRANGE
Bledsoe
Wirtz
Bl.
Creek
RIDGE
SHADYBROOK CEM.
FAS
Shady brook
JACKSON QUARRY RES.
FAP 27
Bausch
3.9
Cr.
Tillamook Jct.
Mountain-dale
Baker Cr.
El. 414
Creek
Wilkesboro
31
FAP 35
6
FAS
2.5
ST. FRANCIS CEM.
3.8
Cr.
Dairy
36
FAS 629
Jackson
Cr.
NORTH PLAINS
Pop. 715
NORTHERN
Christie
&
Fork
Bledsoe
Vadis
CO.
ROY
EAGLE AIRSTRIP
Storey
JOSEPH MEE HISTORICAL MARKER
26
Creek
East
Schefflin
SUNSET GROVE GOLF COURSE
VISITATION CEM.
Starkey Cor.
TUALATIN PLAINS CEM.
Waible
S.P.
Dairy
VERBOORT
Centerville (Site)
OLINGER AIRSTRIP
PROPOSED PROJECT
FAS 623
Council
KOHLMEYER AIRSTRIP (PVT.)
HILLSBORO AIRPORT
FAS 629
FAS 632
47
OREGON
HILLSBORO
Pop. 15,960
ELECTRIC
BASE
2.6
8
36
FAS 676
FOREST GROVE
Pop. 8,690
PACIFIC
CORNELIUS
Pop. 2,175
3.3
FAP 32
Carnation
Tualatin
Jackson
Creek
219
FAS 650
AIRPORT (PVT.)
Newton
Detour
Creek
FAS 633

9915

10212

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: October 7, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Dairy Creek Bridge #13272
Bledsoe Creek Bridge #13271
Harrington Road
Replace Timber Bridges
Washington County

E Fork

Here is our programming packet for the bridge replacement of two timber bridges in Washington County which are on the current HBR program. Included are the Federal Aid Project Request, Project Prospectus, and related correspondence.

The project will not require MSD action because it is outside the MSD boundary.

The Metro Environmental Unit has cleared this project as a State-Wide Categorical Exclusion. E. J. Dunn, Location Project Manager, made a field reconnaissance estimate of $142,000 for the bridge cost (8/9/83). Washington County's estimate for bridge cost is $183,000.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices. Please contact Robin Brooks (653-3230) when you have the total PE estimate.

TAS:RCB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser

Attachment

NOTED
BOB DORAN

cc: Loc
Bridge
Oliver
PCS
Fed Aid

SECTION
PROJECT UNIT
OCT 10 1983
PROGRAM UNIT

81-125-1[illegible]

PROJECT PROSPECTUS
PART 1 ROJECT REQUEST Plan #10212

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1753 & 1916

SECTION: Dairy Crk. (13272) & Bledsoe Cr. (13271)

REGION: Metro Region

STATE HIGHWAY # | HIGHWAY NAME: Harrington Road | MILE POST FROM TO | LENGTH

☐ URBAN ☐ RURAL | CITY | COUNTY: Washington | ROAD/STREET NAME

ROUTE # | FEDERAL AID # | APPLICANT (IF OTHER THAN STATE): Washington

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 30	GRADING (✓)	X	FILES (#)	N/A
RIGHT OF WAY	$ N/A	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 10	STRUCTURES (2) (✓)	X	RELOCATIONS (#)	N/A
STRUCTURES	$ 188	SIGNING (✓)	0	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 0	SIGNALS (✓)	0	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 0	ILLUMINATION (✓)	0	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$			RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 75	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 273	WORK TYPE (1-12)	5	☒ CONTRACT ☐ OTHER ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	
TOTAL ESTIMATE	$ 303				

FINANCING/PROGRAMMING | RECOMMENDED LETTING DATE (QUARTER/YEAR): 3 / 84 | RECOMMENDED FUNDING SOURCE: HBR | RECOMMENDED PROGRAM YEAR: '84

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#	2	2
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	450	700
YEAR OF AVERAGE DAILY TRAFFIC	1983	1984

DEFINE THE PROBLEM

Existing timber pile bridges on Dairy Creek and Bledsoe Creek on Harrington Road are deteriorating and are in need of replacement.

PROPOSED SOLUTION

Remove existing bridges and construct precast concrete structure in place.

REQUESTED/RECOMMENDED BY: [signature] | DATE: 1/17/83

APPROVED, ASST. DIR. FOR OPERATIONS: X | DATE:

APPROVED, ASST. DIR. FOR ADMINISTRATION: X | DATE: | COMM. APPROVAL DATE: | PROGRAM YEAR: | FUNDING:

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.) Plan #10212

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Dairy Cr. (13272) & Bledsoe Cr. (13271)

REGION

Metro Region

PROJECT JUSTIFICATION

Existing timber pile bridges on Harrington Road over Dairy Creek and Bledsoe Creek are deteriorating and are in need of replacement. These structures, which have load requirements, are also narrow and limited to one-lane traffic. The existing structures will be removed and the new structures, which will be precast, will be constructed in the existing roadway alignment.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 – OJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Plan #1021

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Dairy Cr. (13272(& Bledsoe Cr. (13271)

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES: Portland General Electric

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4							

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Plan #10212

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Dairy Cr. (13272) & Bledsoe Cr. (13271)

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO: 1 | PREFIX: | DATE: 10/7/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 6,500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	1,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	100	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST	800		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 A.R. MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	8,000		980 PUBLIC HEARING	0	
RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	100		932 RAILROAD & UTILITIES					
						TOTALS	$	$
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS (E.J. Dunn - 8/9/83)

Dairy Creek Structure (#13272)	Reroval	50x20	X $5	=	$5,000
	New	60x28	X $43	=	$72,240
Bledsoe Structure (#13271)	Reroval	40x20	X $5	=	$4,000
	New	50x28	X $43	=	$60,200
			Subtotal		$141,440
			USE		$142,000

PREPARED BY: E. J. Dunn — DATE: 8/9/83

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X — DATE:

RECOMMENDED REGION ENGINEER: X Edward C. Wardt — DATE: 10/7/83

APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES: X — DATE:

RECOMMENDED LOCATION ENGINEER: X — DATE:

FEDERAL HIGHWAY ADMIN. (WHAT IS APPROVAL) DATE

734-1514 (REV)

#13272 #13271

Project Dairy Cr. & Bladsoe Cr. Bridges (Harrington Rd)

Agency Washington County Date September 26, 1983

Type of Project Bridge Replacement

Funds SOS FAIX FAUS FASC Title II (HBR)

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	(X)	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X) 20%	( )
Provide for Right-of-way Agreement		(Yes)?	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction (X) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: County does not anticipate need for any additional R/W

8-12-83

T: Curt Duvall

From: E.S. Dunn

Subject: Dairy Cr. & Bledsoe Cr. Structures
Washington County

I have revised the bridge cost from $16,000 to $142,000.

The total packet as submitted by Washington County is $303,000. I did not down-scope this latter figure.

8/9/83
E.J.

Dairy Creek: (Struct)	Removal	50 x 20 x #5	=	#5,000
	New	60 x 28 x 43	=	72,240
Bleds0c (Struct)	Removal	40 x 20 x #5	=	4,000
	New	50 x 28 x 43	=	60,200
		Subtotal		# 141,440
		use		# 142,000

Washington County # 1299
" " # 1300

BM # 554 "1983" Wash. Co.

FEDERAL AID PROJECT REQUEST

Date 7-20-83

Applicant Agency Washington County

Request for: Off-System X, FAS-C _____, FAUS _____ Project

Federal Aid Route No. _____ Route Name Harrington Road

Project Name Dairy Creek #13272 - Bledsoe Creek #13271 (bridges)

Project Length _____ Project Location (Attached Sketch Map)

Project Description _____

Average Daily Traffic _____ Design Speed _____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach Sketch)

Width 20.4' Travel Lanes 10.2' Shoulders None

Medians None Parking None

Sidewalks None

Remarks _____

2. Desired Roadway Cross Section: (Attach Sketch)

Width 28' Travel Lanes 12' Shoulders 2'

Medians None Parking None

Curbed None Length Curb Radii None

Sidewalk/Bikeway None

Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No _____

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes", will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. Proposed Signalization:

Location: N/A

Type: _____

Phases: _____

Type of Suspension: _____

Interconnected: _____

Remarks _____

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

N/A

2. Proposed Illiminatio..

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 0.8 Mi E/of Roy Rd (#13272) & .07 Mi E/of Roy Rd. (#13271)

Type Timber Bridges

Approach Roadway Width 15' Shoulder Width None

Length 50' & 40' Width 20'

To remain in place? None

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 60' & 50' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing rail and road crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Larry Rice, Director Public Works Department / Office
2. Environmental — Same / Office
3. Public Hearing — Same / Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

   Applicant _____ State X Consultant _____

3. Will applicant perform any work prior to or after award of contract?

   Yes X No _____

   If "yes", describe briefly: Washington County survey right-of-way location, alignment and monumentation and final road establishments.

4. Applicant's estimate of cost for requested project:

Roadway Work	$	10,000
Right-of-way Costs (if participating)	$	
Traffic Control	$	
Illumination	$	
Structures (Two)	$	188,000
Railroad	$	
Other Engineering & Contingencies	$	75,000
Preliminary Engineering	$	~~40,000~~
PROJECT TOTAL	$	303,000

Remarks Total cost for two bridge replacements.

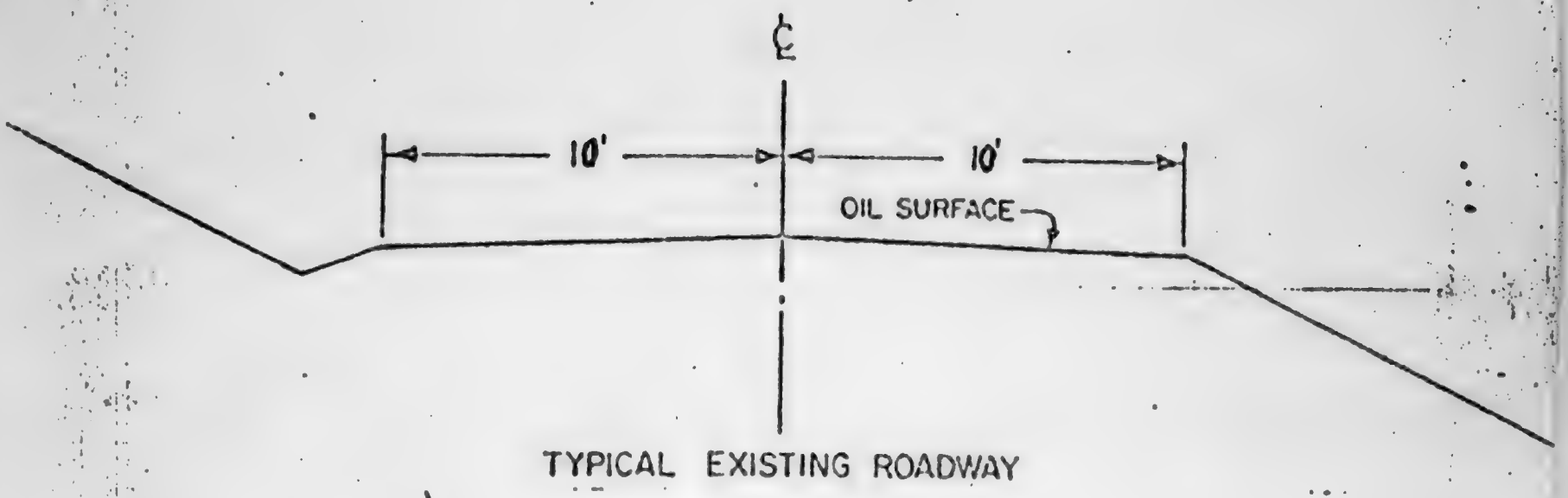
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Washington COUNTY

BY _____ BY _____

BY _____ BY Larry Rice, Director

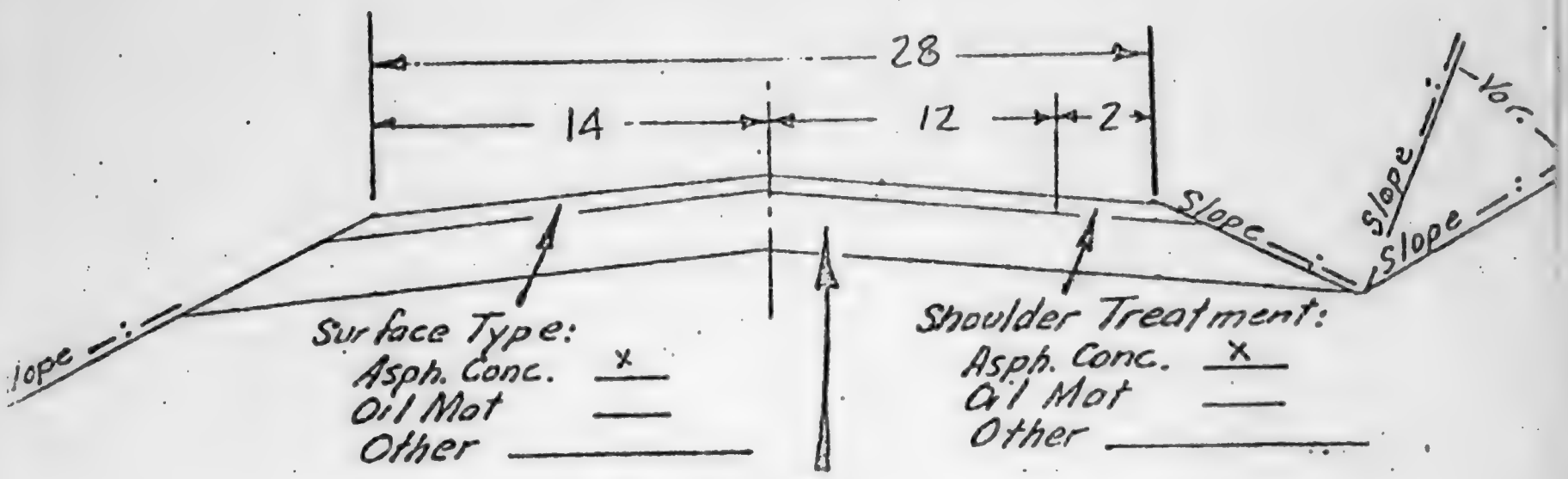
BY Larry Rice P.E.



TYPICAL EXISTING ROADWAY

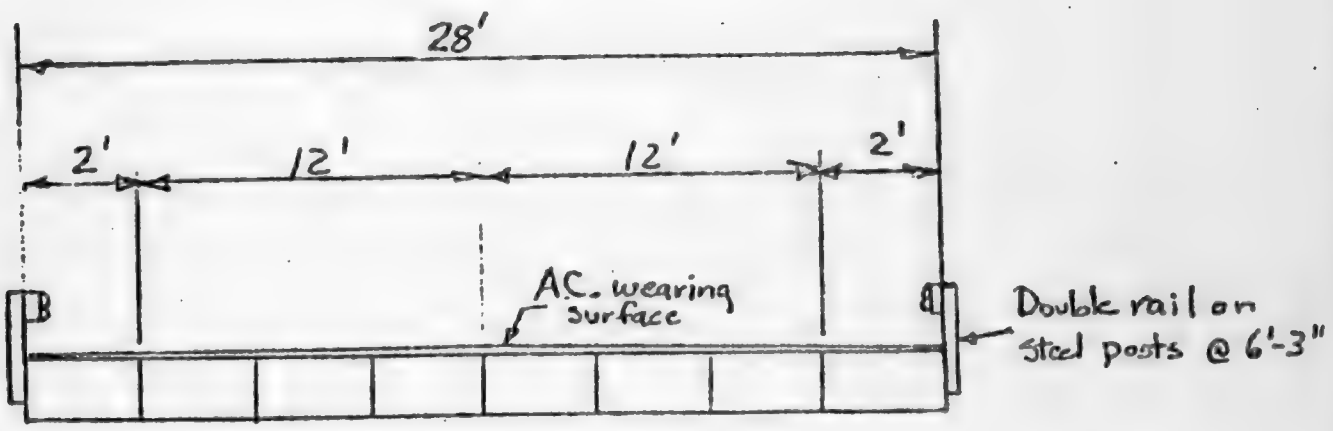
TYPICAL SECTION

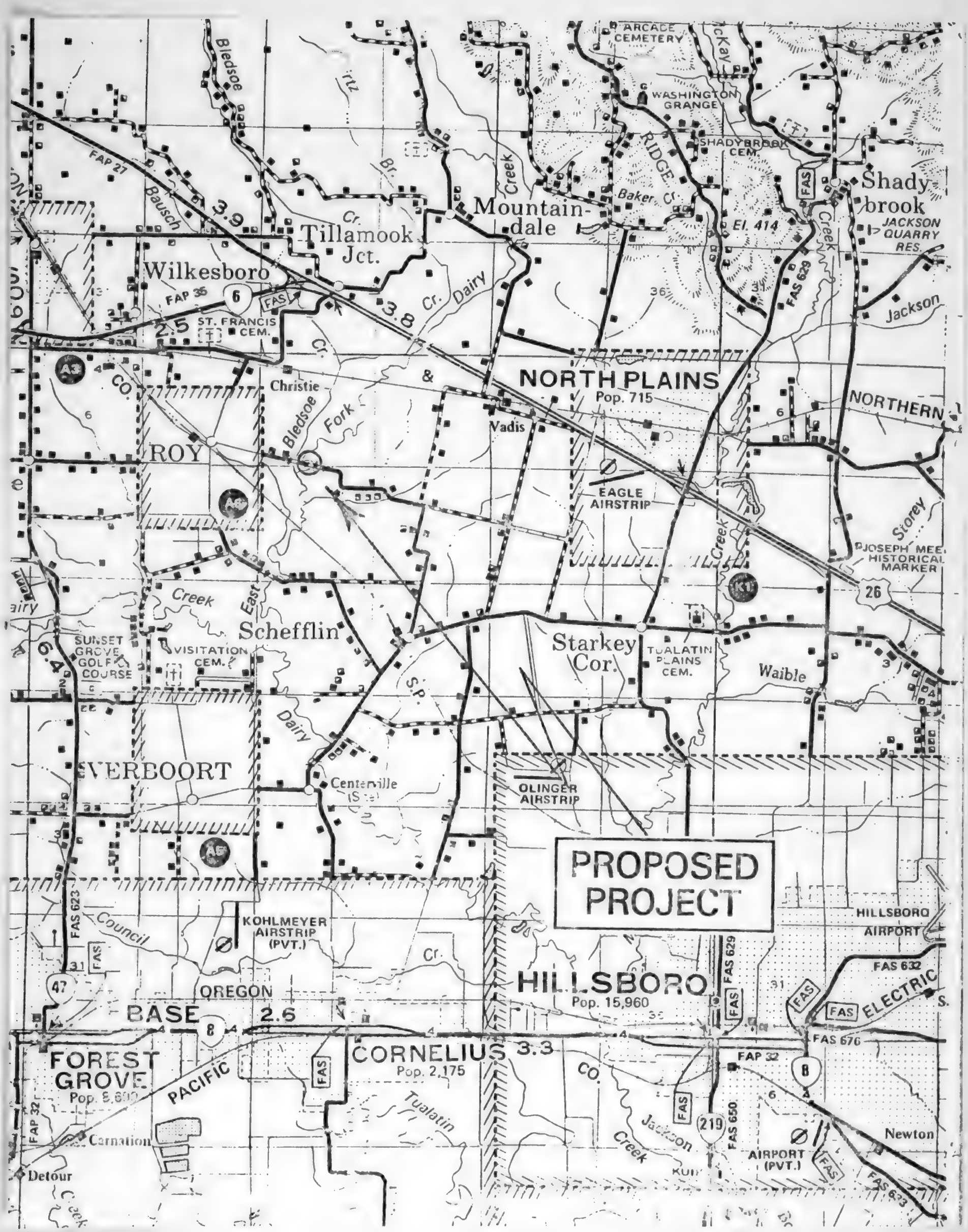
ROADWAY



Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___

BRIDGE




ARCADE CEMETERY
WASHINGTON GRANGE
SHADYBROOK CEM.
Shady-brook
JACKSON QUARRY RES.
Bledsoe
Bausch
FAP 27
3.9
Tillamook Jct.
Mountain-dale
Baker Cr.
El. 414
RIDGE
FAS
Creek
Wilkesboro
FAP 35
6
FAS
2.5
ST. FRANCIS CEM.
3.8
Dairy Cr.
Jackson
NORTH PLAINS
Pop. 715
NORTHERN
Christie
Bledsoe Fork
Vadis
ROY
EAGLE AIRSTRIP
Storey
JOSEPH MEE HISTORICAL MARKER
East
Creek
Schefflin
SUNSET GROVE GOLF COURSE
VISITATION CEM.
6.4
Starkey Cor.
TUALATIN PLAINS CEM.
Waible
S.P.
Dairy
EVERBOORT
Centerville
OLINGER AIRSTRIP
PROPOSED PROJECT
FAS 623
Council Cr.
KOHLMEYER AIRSTRIP (PVT.)
HILLSBORO AIRPORT
FAS 629
FAS 632
HILLSBORO
Pop. 15,960
ELECTRIC
OREGON
BASE
2.6
CORNELIUS
3.3
Pop. 2,175
FOREST GROVE
Pop. 8,600
PACIFIC
FAP 32
Tualatin
Jackson Creek
FAS 650
219
AIRPORT (PVT.)
Newton
Carnation
Detour
FAS 676

9915

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

June 16, 1983

METRO BRANCH
PROGRAM MANAGEMENT UNIT
JUN 17 REC'D
PROGRAM SECTION
MANAGER _____ PROJECT UNIT ___
JUN 20 1983
MAN./ASSIST. _____ PROGRAM UNIT__
REFER TO _____
FOR _____

Jon Rose
Federal Aid Specialist
Department of Transportation
Highway Div., Region I
9002 S.E. McLoughlin
Milwaukie, OR 97222

RE: Fern Hill Bridges #13258
and #13257

Jon:

As per your request, I am requesting that one of the following alternatives be accepted:

1) Fern Hill Bridges (#'s 13258 and 13257) have been accepted for replacement. The proposed replacement is to be one bridge and one culvert. The funding allocated is $353,000.00. After reviewing these two bridges, the County feels that both bridges could be replaced with culverts. There is a third bridge (#13256) that we originally requested be replaced with a bridge that we now feel can be replaced with a culvert. Washington County's estimate of bridge #13256, including engineering, was $177,000.00. The total would be $430,000.00. If these three bridges were to be replaced with culverts the price should fall within the $353,000 allocated for bridges #13258 and #13257. Washington County is requesting that bridge #13257 be included for replacement.

approved 1-19-82 6 YR HIP.

2) Through recent inspection of the Harrington Road bridges, deterioration has progressed quicker than was anticipated as can be seen by the attached inspection reports. Bridges 13271 and 13272 are in need of immediate replacement. Bridge #13271 has already been approved for replacement next year. Under this alternative, the County will do the necessary replacement of the three Fern Hill bridges (#13256, 13257, 13258) at our cost. In exchange, the two bridges (#13271 and 13272) on Harrington Road crossing over Dairy Creek and Bledsoe Creek would be moved into the Fern Hill bridges slot for replacement this year. Washington County's estimate on bridges #13271 and 13272, including engineering, is $303,000.00.

both sent for delegated auth in Bridge Program 7-1-83

We have received the agreements on the two Fern Hill bridges from the State Highway Department. You will find the agreement enclosed on the hope that one of our proposals will be considered and accepted. Our preference would be alternative #2, which would exchange the Fern Hill bridges with the Harrington Road bridges. Our second choice, #1, is to add the third Fern Hill bridge. If neither of these proposals are acceptable, please send the

agreement, as typed, back and we will process them immediately so the work can commence.

Attached you will find a copy of the inspection reports and the inventory sheets which should put the sufficiency rating low enough to meet the necessary rating for replacement. Also, attached is the project request for the two bridges.

Also, I have discussed the survey work with our County Surveyor and he has indicated that there are certain portions of the survey work that he would like to perform. The County will do the initial right-of-way location and reference. They will also do the final drafting and prepare the establishments. If there is additional right-of-way or a realignment, the State will do this. If you have any questions on the survey work, please contact our County Surveyor, Chuck Pearson, at 640-3405.

If there is any item or problem that we may be of assistance, please contact us.

Sincerely,

Randy L. Lapo

Randy L. Lapo
Bridge Coordinator

RLL:be
Enclosures

9915

BRIDGE INSPECTION REPORT

OREGON STATE HIGHWAY DIVISION

#13271

BRIDGE NO. 1300

BRIDGE TYPE Timber NAME Harrington Road (STATE, FAS, FAU, OS) HWY. NO. 736

CROSSING (OVER, UNDER) Bledsoe Creek COUNTY Washington INSP. FREQ. 2 yrs MILE POST 1.30

DISTRICT ____ YEAR BUILT 1945 A.C. (in.) ____ DATE 5/20/83 INSPECTORS' SIGNATURES Dan E Rance / Randy L. Epp

AR = As Repaired
OM = Original Member

SUBSTRUCTURE (60)		Condition Rating AR	OM
1. END BENTS	Caps		5
	Piles	3	2
	Footings Sills	4	
	Footing Piles		—
	Backwalls, ~~Bulkheads~~		5
	Wings		—
2. INTERIOR PIERS OR BENTS	Caps		3
	Columns, Posts		—
	Footings		—
	Footing Piles		—
	Piles	2	4
	Bracing		3
3. Debris on Seats			8
4. Paint			—
5. Collision Damage			8
6. Scour			8
7. Settlement (Footing or Piling)			3
INSPECTOR'S CONDITION RATING (60)		3	2
CHANNEL & CHAN. PROTECT. (61)			
1. Channel Scour			8
2. Embankment Erosion			6
3. Drift			7
4. Vegetation			6
5. Channel Change			8
6. Fender System			—
7. Spur Dikes & Jetties			—
8. Riprap			—
9. Adequacy of Opening			8
INSPECTOR'S CONDITION RATING (61)			6

OBSERVATIONS

SUPERSTRUCTURE (59)		Condition Rating AR	OM
1. Stringers			3
2. Girder or Beams			—
3. Floor beams			—
4. TRUSSES	Chords		
	Web Members		
	Portals		
	Bracing		
5. ~~Diaphragms~~, Bridging			4
6. Bearing Devices			—
7. Paint			—
8. Rivets or Bolts			—
9. Welds			—
10. Collision Damage			8
11. Deflection under Load			6
12. Alignment of Members			6
13. Vibrations under Load			6
14. Machinery (Movable Spans)			—
INSPECTOR'S CONDITION RATING (59)			3
CULVERTS & RETAIN. WALLS (62)			
1. Barrel or Wall	Concrete		
	Steel		
	Timber		
2. Headwall & Parapet			
3. Aprons			
4. Wingwalls			
5. Adequacy			
6. Debris			
INSPECTOR'S CONDITION RATING (62)			

(Rating Guide on back of sheet)

DECK (58)	Condition Rating
1. Deck — Structural Condition	3
2. Wearing Surface A.C.	6
3. Deck Joints	—
4. Curbs, Felloe Guards	4
5. Sidewalks	—
6. Parapet, Concrete Barrier	—
7. Railing, Posts	4
8. Median Barrier, Railing	—
9. Paint	4
10. Drains	4
11. Lighting Standards	—
12. Utilities	—
13. Vibrations in Deck	7
19' X 48' LONG ROAD WIDTH 15'	
INSPECTOR'S CONDITION RATING (58)	3
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	7
2. Shoulder Embankment	6
3. Relief Joints	—
4. Approach Slab	—
5. Guardrail	—
INSPECTOR'S CONDITION RATING (65)	6
SAFETY FEATURES (36)	0 0 0 0
APPR. ALINE. (72)	7
SIGNING	
1. Posted Loading 10-15-25	8
2. Legibility 1-WAY	8
3. Visibility	8
INSPECTOR'S CONDITION RATING	8

REMARKS (Key-in to item and number above)

59-1 10 OUT OF 14 STRINGERS BADLY ROTTEN SOUTH SIDE COMPLETE GONE BETWEEN #3 & 4 BENT 6 STRINGERS ROTTEN
SILLS ON NORTH SIDE & SUPPORTS ARE FAILING.
60-2 PILES ON #3 BENTS 8020-10070 ROTTED
60-2 BRACEING BROKEN & ROTTEN ON #2 BENT & NOT BOLTED.
56-5 - BRIDGING MISSING.
60-1 ~~SOUTH~~ WEST END WALL FAILING.

MAINTENANCE RECOMMENDATIONS

PREFIX	ITEM	COSTS ESTIMATED	COSTS ACTUAL	REPAIRS COMPLETE

Form 734-3884 (Rev 6-81)

SP*06746-734

HIGHWAY _____

M.P. BR-1300

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET

DATE

BY D

8		1	2	3	4	5	101		12	13	14	15	16		17		18	19	20
BRIDGE NO.	CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE	HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG.	LATITUDE MIN.	LONGITUDE DEG.	LONGITUDE MIN.	PRT. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL
1 5	6 7	8 10	11 12	13 15	16 19	20 21 22 23 27 28	29 31	32 37	38 41	42 43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67
13271	1	410	2A	067	0000	1 4 1 C 0 7 3 6	0000				0000	0000	00	000	000	000	1	0.5	

8		27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	
BRIDGE NO.	CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK LT.
1 5	6 7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43	44 45	46	47 48	49 50	51 54	55 58	59 64	65 67
13271	2	45	00	02	00	000060	0	024		0	00	0	0	000	0000	1	5	7	0	2	00	03	0000	0018	000046	000

8		53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
BRIDGE NO.	CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY FT.	MIN. VERT. CLEAR. OVER ROADWAY IN.	MINIMUM VERTICAL UNDERCLEAR. FT.	MINIMUM VERTICAL UNDERCLEAR. IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT
1 5	6 7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67
13271	3	99	99	00	00	000	000	2	3	3	2	6	N	01	1.6	7	1.12	2	4	N		8	4	33	0	0	13.1	00050		028		

8		84	850	860	870	880		890		92	93	94	96
BRIDGE NO.	CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX	MAINTENANCE
1 5	6 7	8 12	13 14	15 16	17 22	23 24	25 26 31	32 33	34 35	36 38	39 41	42 44	45 46 47 48 49 50	51
13271	4	00063				SP		05	R3				BR 1300 DEF

1300

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET 1 OF 2

DATE SUBMITTED 5/31/83

BY Dan Johnson

1	2	3	4	5								101		12		13	14	15	16		17		18	19	20	21	22	24	25	26	
STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE								HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D. BRIDGE LOG)		BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE		LONGITUDE		PAY VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	ADM JURISDICTION	FUNCTIONAL CLASSIFICATION	NOT USED LEAVE BLANK
																			DEG.	MIN.	DEG.	MIN.									
10	11 12	13 15	16 19	20	21	22	23 27	28				29 31	32 37	38 41	42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67	68	69	70 71	72	73 74	75 80
1	0	2A	067	0000	1	4	C0736	0000									0000	0000	00	000	000	000	1	05	3	3	3	04	4	06	

27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50			51	
	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)		SIDE WALK WIDTH (TENTH FT.)		ROADWAY WIDTH (TENTH FT.)	DECK WIDTH (TENTH FT.)	OP. STATUS	BLANK
																						LT.	RT.				
9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43	44 45	46	47 48	49 50	51 54	55 58	59 64	65 67	68 70	71 74	75 78	79	80
5	00	02	00	000060	00	24		0	00	0	0	000	000	1	5	7	0	2	000	03	0000	0018	0000	046	000	000	019	3	020	3	P

53		54		55		56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
	CLEAR. OVER ROADWAY	MINIMUM VERTICAL UNDERCLEAR.		MINIMUM LATERAL UNDERCLEAR (TENTH FT.)			WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC.	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE	NOT USED LEAVE BLANK
	IN.	FT.	IN.	RT.	LT.																													
9	10 11	12 13	14 15	16 18	19 21		22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46	47	48 50	51 55	56	57 60	61 62	63 67	68 69	70 71	72	73 80
9	99	00	00	00	00	0	2	3	3	2	6	W	01	1.6	7	1.1	2	4	W		8	4	83	0.0	1	3.1	00050		0028					

84	850	860	870	880		890		92	93	94				96	
COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION		TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE NOTES	LEAVE BLANK
						MO.	YR.								
12	13 14	15 16	17 22	23 24	25 26 31	32 33	34 35	36 38	39 41	42 44	45 46	47 48	49 50	51 79	80
0063				50	1	05	83							BR 1300 NOT ON F.A.S. SYSTEM	

HIGHWAY _____

M.P. _____

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEE
DATE
BY ___

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 ... 5	6	7 8 ... 32	33 ... 50	51
13271	5	B.L.EDSUE CREEK	HARRINGTON	0.7 MI E ROY RD

8		11	11A	30	85	86	87	88		91					10A		47	47A	
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	PAINT PROGRAM ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FO HW NO
1 ... 5	6	7 8 9 ... 13	14 15 16 17 ... 21	22 23 24	25 ... 27	28 ... 30	31 ... 35	36 ... 40	41	42	43	44 ... 47	48 49	50 51	52 53	54 55	56 ... 60	61 ... 65	66
13271	6	001.80		80	006	005	00025	00038											

delete bridge from inventory:

1. Enter bridge number on card 9,
2. Leave all other cards (1 through 6) blank.

8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 ... 5	6	7 8
	9	

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

SHEET 2 OF 2

DATE SUBMITTED _____

BY _____

Shaded items = minimum data for bridges not on FA system

6	7	9	10		
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.	VERTICAL CLEARANCE IN.	LEAVE BLANK
32	33 50	51 75	76 77	78 79	80
EDSUE CREEK	HARRINGTON	0.7 MI E ROY RD	99	99	

11	11A	30	85	86	87	88		91						10A		47	47A	95		36			
MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	PAINT PROGRAM ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING		OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FOR DESCRIPTION, SEE HWY. NO.	FOR DESCRIPTION, SEE MILE POST	SAFETY FEATURES BR. RAIL	SAFETY FEATURES TRANS.	SAFETY FEATURES APP. G.R.	SAFETY FEATURES G.R. TERM
13 14	15 16 17 21	22 23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51		52 53	54 55	56 60	61 65	66 68	69 70 71 75	76 77	78	79	80
01.80	.	80	006	005	00025	00038										.	.		.	00	0	0	0

from inventory:

idge number on card 9,

other cards (1 through 6) blank.

DELETE BRIDGE

POSITIONS 8 THRU 80 NOT USED- LEAVE BLANK

SERIES TITLE:

CONSTRUCTION CONTRACTS

LAST RECORD IDENTIFICATION:

9915

Oregon Micro-Imaging, Inc.

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Eugene, OR 97402
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503/620-3333

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Classification Construction Contracts

Starting File 9903

Ending File 9915

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